





## INTIMATION

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## BIRTH.

On September 9th, at Kowloon, the wife of Mr. H. F. CAMPBELL, of a son.  
HONGKONG OFFICE: 10A, DES VUE ROAD C  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, SEPTEMBER 12TH, 1910.

A fortnight has elapsed since the annexation of Korea by Japan became an accomplished fact, and the equanimity with which the announcement has been received, even by the Koreans themselves, is worth noting. We are aware that a somewhat rigid censorship has lately been exercised over the Press in Korea, but we are quite sure that if the annexation had produced any popular outburst of feeling in Korea we should have heard of it long ere now. We may take it, therefore, that the Koreans peacefully resign themselves to the extinction of their nationality. Public opinion in Japan is, naturally, wholly in favour of the step, and abroad, in Europe and America, the announcement has been received with more or less equanimity. The idea, held at one time, that Japan's protectorate would be withdrawn when the political education of Korea was sufficiently advanced, has now long been abandoned, and even the most hostile critics of Japanese rule in the Land of the Morning Calm were agreed that annexation would be preferable to the divided responsibility entailed by the protectorate. It is true that by the annexation

Japan has thrown to the winds the solemn promises made during the late war as to the preservation of Korean independence, and has thus placed a weapon in the hands of her adversaries. She may plead that she is by no means the only nation to go back on her pledged word; but the argument of "you're another" has long been recognised as inadequate to atone for a breach of the categorical imperative, and the Japanese Press have cleverly avoided the issue by simply refraining from discussing it. Instead they have devoted themselves to somewhat wild and incoherent panegyrics on the astonishing brilliance of the achievement of their Government—panegyrics which, considering the simplicity of the operation, hardly seem deserved. Korea, indeed, has for long lain in the hands of Japan like a ripe fruit which would fall at the first touch. The only question was as to the opportune time to pluck the fruit. The late Prince Ito was supposed to be averse to any hasty action in this direction on the part of Japan; and it may be that his lamented demise released all opposition to a step which the military party in Japan had long urged. However this may be, there seems no special reason for the annexation having been made at this juncture unless it be the influence of General TERASHIMA, the new Resident-General. Much uncertainty has prevailed as to the effect of annexation in many directions. In the conjectural discussions which were taking place in Japan on the eve of the announcement it was presumed that it would necessarily follow from the fact of the amalgamation of the two countries—that the Koreans would be admitted to the same rights and privileges in the Empire as the Japanese; that they would have the right of electing members of their own nationality to the Imperial Diet, of owning land and carrying on their occupation anywhere in the Empire, and generally of competing on equal terms with the Japanese. On the other hand, it was assumed that they would come under the Japanese Conscription Law and be compelled to serve their time in the Army. These results follow from amalgamation in the true sense of the term—such an amalgamation, for instance, as took place between England and Scotland when JAMES I. came to the British throne or the older amalgamation of England and Wales. But the proclamations issued at Seoul make it fairly plain that the Japanese Government does not propose to extend the effects of amalgamation so widely. There is talk of the present President-General being converted into a Governor-General, which would seem to suggest a form of government somewhat similar to that adopted in the Crown Colonies of Great Britain. Under such a form of government the Koreans would have but little voice in the affairs of their country or of the Empire in general, although their rights of residence and occupation would place them on a level with Japanese. On the whole it would appear advisable for the Japanese Government to make the amalgamation as thorough as possible. No doubt a little friction would arise at first owing to the Japanese jealousy of other nationals sharing what they regard as their privileges; but if Korea is not to become the weak spot of the Empire, and a breeding-ground for conspiracies and revolts, then everything must be done to smooth the path along which the two nations are to approach each other. The danger of the whole situation lies in Korea being on the mainland of the Asiatic continent. It is Japan's first appearance on the scene as a continental Power. It is all very well to talk of so many more square miles of territory and so many more millions of inhabitants being added to the Japanese Empire, but it has also to be remembered that there are so many more thousand miles of frontier to protect, which will be rendered still more difficult if the Koreans are disaffected. Japan's apparent increase in strength may prove, indeed, loss of strength if her policy should lead her into a conflict with another Power. This is the first direct avowal Japan has given of a policy of conquest on the Asiatic continent, and it is not surprising that there is abroad a feeling that at other opportune moments other conquests may follow, which it is necessary to frustrate. The further naval expansion scheme Japan has in view is thus fully justified by the increase in her coastal line. On the whole the annexation of Korea may be said to be a bold step and a serious step—perhaps more serious than is at present thought. It closes all means of escape. Under the protectorate policy Japan was at all times in a position to withdraw from the peninsula should circumstances make it advisable; under a policy of annexation this is impossible. Japan must now rise or fall with Korea.

The German mail of the 10th August was delivered in London on the 9th inst.

The name of Dr. J. C. D. Allan has been added to the list of medical practitioners entitled to practice medicine in the Colony. Mr. Allan is a bachelor of medicine and surgery of the University of Edinburgh.

An extract of meteorological observations made at the Hongkong Observatory during the month of August places the average maximum temperature for the month at 85.8 and the average minimum temperature at 73.5 degrees. We had 190.3 hours of sunshine and a rainfall of 11.155 inches.

Detective-Sergeant Watt raided a house surreptitiously used as an opium den at Shaukiwan on Friday night and effected twelve arrests. The offenders were charged before Mr. J. E. Wood at the Magistrate's court on Saturday. After hearing the evidence his Worship fined the keeper of the den \$50, and each of the other defendants \$4.

On August 30th, says the *Bangkok Times*, three Europeans and a Chinese, members of the crew of the steamer *Andre Bickmore*, were drowned at Kohsichang. It is stated that they were returning from the shore to their vessel, and that the boat upset owing to some horseplay indulged in about midway to the steamer.

At to-morrow's meeting of the Sanitary Board a further letter from the Government relative to the Kowloon water supply will be read. The Head of the Department will submit minutes relative to an application from Inspector Broth for twelve months' leave; relative to water carts; and relative to the securities for Sanitary Board contracts. Reports of the Government bacteriologist and analyst on the water supply will be submitted, and also the list of legal proceedings taken by the Department.

Returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong during the month ended 31st August, 1910, as certified by the managers of the respective banks, are as follows:

BANKS.	AVERAGE SPECIE IN AMOUNT. RESERVE.
Chartered Bank of India, Australia and China.	4,470,930. 4,000,000
Hongkong and Shanghai Banking Corporation Limited.	11,861,622 12,000,000
National Bank of China, Limited.	30,578 Nil
Total	16,363,130 16,000,000

In announcing that the construction of the Bangkok-Singapore Railroad now seems probable, the American Consul-General at Singapore says that it will take seven years to complete this proposed road, and that 3,000 to 4,000 workmen will be employed under the supervision of British and German engineers. The spirit of railroad building, he adds, seems to have taken possession of the East. Already a trunk line 490 miles long runs from Singapore to Penang down the western side of the Malay Peninsula, with branches to various towns. The capital invested in railroads in the Malay States and Malacca and Penang is \$5,187,000, exclusive of over \$1,000,000 expended in constructing the Johore State Railroad.

Negotiations have been proceeding for some time past for the return of the Dalai Lama to Lhasa, and it is understood that the Lamas have expressed his willingness to go back to Tibet provided that he is restored to full powers and the Chinese limit their activities within their legitimate sphere. The Lamas will also insist upon a reduction of the Chinese garrisons in Tibet and prevention of the influx of foreigners. Accordingly the Dalai Lama invited the Chinese Amban at Lhasa to come to Darjeeling for a few days and confer with him on the whole question. Renter now cables that a Taitai, not the Amban, has arrived at Darjeeling to discuss matters with the Dalai Lama.

Messrs. Ellis & Ellis in their weekly rubber share circular say:—The Rubber Share Market has again ruled dull throughout the week and business in both descriptions—dollar and sterling shares—has been practically nil. The price for raw rubber maintained fairly steady round about 9/2 per lb. until the close of the period under review, when a 4d. drop per lb. drew along with it quotations of a few London stocks, there being, however, no market disparity as we close between the rates ruling today and a week ago. A general meeting of shareholders of the United Singapore Co., Ltd., is to be held at Singapore to-day for the purpose of considering a proposal *inter alia* to convert the Company from a dollar into a sterling one with registration in London.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 11th at 11.30 a.m.—The barometer has fallen considerably at the stations around the N.E. part of the Sea of Japan, owing to the depression which is moving Eastwards over that area.

Pressure has increased slightly over Tongking and N. China. It is highest over the Pacific between the Loo-Chooos and the Bonins. Moderate S.E. winds may be expected over the Formosa Channel and the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.32 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—  
Hongkong & Neighbourhood { S.E. winds, moderate; fair.  
Same as No. 1.  
Formosa Channel { Same as No. 1.  
South coast of China between Hongkong and Lancouk { Same as No. 1.  
South coast of China between Hongkong and Hainan { Same as No. 1.

## TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1884.]

[REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS."]

## GERMAN PRINCE'S TOUR.

LONDON, September 10th.  
The list of the German Crown Prince's suite to accompany him on his Eastern tour has been published. It includes General von Schenk, A.D.C. to the Emperor, and six others.

LONDON, September 11th.  
Reuter's Berlin correspondent reports that the arrangements for the tour after reaching Ceylon are as follows: His Imperial Highness will arrive at Bombay on December 14th, travel in India and leave Calcutta on February 14th at the latest for Singapore and Bangkok. An excursion to Java is contemplated, and if it is undertaken His Imperial Highness will reach Hongkong about the middle of March. A visit will be paid to Canton, and thereafter the Prince will proceed to Shanghai and Kiauchau. Several days will be spent at the latter place. Thence the Prince will go to Peking, arriving about April 10th. Tokyo will be reached about April 25th, and His Imperial Highness will start for home via Siberia at the commencement of May.

## STRIKERS' VICTORY IN ILLINOIS.

LONDON, September 10th.  
A Chicago message states that 72,000 Illinois coal miners, who have been on strike for 23 weeks, have resumed work, having secured a general increase in wages.

## THE DALAI LAMA.

LONDON, September 10th.  
Taitai Li Chang-chi arrived at Darjeeling on Monday from Lhasa, having been ordered by the Chinese Government to visit the Dalai Lama.

## THE GOVERNORSHIP OF NEW YORK.

## INVITATION TO MR. ROOSEVELT.

LONDON, September 10th.  
Mr. Hearst has invited Mr. Roosevelt to stand for the Governorship of New York State, promising him the support of the Independence party.

## THE EXPLOSION ON THE "NORTH DAKOTA."

LONDON, September 10th.  
The fatalities on the United States battleship "North Dakota" were due to drowning owing to the flooding of the stoke-hold, which was the only means of preventing a catastrophe, as the powder magazine was close to the oil tanks.

## A THREATENED LOCK-OUT IN MANCHESTER.

LONDON, September 10th.  
The Federation of Master Cotton Spinners at a meeting at Manchester, decided on a lock-out of the entire trade if the operatives do not consent to arbitration of a dispute which has arisen at the Fern Mill, Oldham.

## THE TROUBLES OF CRETE.

LONDON, September 10th.  
M. Venizelos has resigned the Presidency of the Cretan Government.

## THE "IKOMA."

LONDON, September 11th.  
The Japanese cruiser "Ikoma" homeward bound has arrived at Port Said.

## CORRESPONDENCE.

## THE FAILURE OF THE ELECTRIC LIGHT AT THE THEATRE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Hongkong, 10th September.  
DEAR SIR,—When during last night's performance in the City Hall the electric light suddenly failed, there was absolute darkness in the whole theatre for several minutes, and it took quite a long time before the gas lamps were lighted.

I think that many of the theatre-goers like myself were at that moment prompted by the thought, What would have occurred if the light had failed through some other accident than a mere technical fault of the dynamo, or whatever it may have been? Take, for instance, a fusion! If a panic had broken out the result might have been, in the deep darkness of the room, a most terrible one. While the whole theatre does not provide for special exits in case of danger, there should at least be reserve lights fixed, as is the case in theatres at home. Hongkongites appear to take a sudden failure of the electric light as something with which one has to calculate, especially when dinner parties have been arranged. Many readers of your paper will have had the experience of having had to substitute the failing electric light by some kerosene lamps or even candles. As a rule we take such accidents complacently. However, the fixing of reserve lights in a public place like a theatre is a thing that the community of Hongkong can demand for the sake of their safety.

Enclosing my card, I am, dear sir,

"YOU NEVER CAN TELL."

Our correspondent and the public generally will be glad to learn that the Hongkong Electric Co. have arranged to provide the Theatre with a duplicate supply forthwith so that there should be no danger of a similar contretemps in the future. With regard to the exits our correspondent is not entirely correct in his statement as there are emergency exits in the dress circle.—ED.]

## THE THEATRE ROYAL.

"NIOBE (ALL SMILES)."

Notwithstanding that the Peak cars stopped running at eight o'clock on Saturday night, the Warwick Major Comedy Co. had a very good house to witness the performance of "Niobe (all Smiles)" a farcical comedy which has deservedly enjoyed great popularity. Niobe at the outset figures as a beautiful Grecian statue which has been entrusted by its owner, a millionaire art enthusiast, to the safekeeping of Mr. Peter Amos Dunn, President of the Universal Insurance Co. He installs it in his own home. Suddenly it comes to life. A beautiful woman steps from the pedestal and salutes the amazed President after the manner of the ancients. Then the fun begins. Here is a damsel—in distress, in a world entirely strange to her. What more natural than that she should claim the protection of the man in whose house she found herself? Peter Amos was a married man getting on in years, but in the presence of such dazzling beauty he found his heart susceptible to the appeal of the Grecian lady. His affirmative response was met by its due measure of gratitude, and Peter Amos soon found himself in the mood of the man who wished that his wife of forty were like a banknote that might be exchanged for two twenties. Complications ensue in the family circle, keeping the house thoroughly amused, but all is set right in the end by truthful explanations. The case was an excellent one. Miss Maude Stewart Drewry gave a very clever interpretation of the title rôle, and sustained the part throughout the piece in a manner which deserves unstinted praise. Miss Lilian Rayner, as the eldest sister of Caroline, Peter's wife, had a prominent part and played it with great success. Miss Georgie Corlass figured as Caroline's youngest sister, a little mixt bubbling over with mischief, and it is hardly necessary to say she made the most of the part. Some special musical numbers were introduced by Miss Corlass, who sang them with a charm and style that evidently captivated the audience. Mr. Warwick Major, as the embarrassed Peter Amos, on whom Niobe was so ready to lavish her affections to the great horror and distress of Peter's wife and her eldest sister, sustained the part excellently throughout. Mr. Kenneth Brampton as Corney, Peter's wife's brother; Mr. Geo. F. Slory as Corney's friend, Mr. Robt. Stephenson as the millionaire art enthusiast, and Miss Sweetie Dale as the new Governess, filled the minor parts with success. The entire performance more than confirmed the impression created by the previous pieces, that the Company is a strong one and not the "one-horse show" which the well-deserved prominence given in the announcements to Miss Georgie Corlass rather serves perhaps to suggest.

Mr. Major asks us to announce that the last two acts of "You never can tell" will be given to-night after the performance of "Charley's Aunt." Those who had seats booked for Friday night can secure seats free of charge on production of their ticket counterfoils at Messrs. Montrie's box office. By way of compensation for Friday's disappointment they will thus be given the opportunity of seeing the performance of "Charley's Aunt" as well as the concluding acts of the play for which they booked on Friday. This is a possible owing to "Charley's Aunt" being a short play; it is, in fact, usually preceded by a curtain-raiser.

The *Manchester Guardian* is described in a leading article in one of the Manila papers as "one of the foremost religious publications in the United Kingdom." We suspect, however, the *Guardian* is meant. The *Manchester Journal* is not given to publishing verbatim reports of sermons delivered in Westminster Abbey.

## FERRY SERVICES IN HONGKONG HARBOUR.

## A CONNECTING SERVICE WITH THE RAILWAY.

The current issue of the *Government Gazette* contains an announcement of the impending sale of "the Pier and of the right of erecting and maintaining a Pier over Crown foreshore opposite Ice House Street" for a term of 39 years and one month commencing from December 1st, 1910.

The largest dimensions of the pier are given as 250 feet by 50 ft. and the upset price is \$15,000. The special covenants and conditions provide that:

(i.) The lessee shall, within 12 months from the date of sale build and finish, fit for use, a pier of the minimum dimensions of 150 feet by 50 feet in accordance with plans which must in the first instance be submitted to the Director of Public Works and approved of in writing by him.

(ii.) During the erection of such new pier, the lessee shall so far as possible maintain the existing pier in such a condition that it can be used for safely embarking and disembarking passengers.

(iii.) The lessee shall within six months after the receipt by him of notice in writing in that behalf from the Government, subject to through railway traffic to Canton being established and the Railway Pier being completed, institute and maintain services of direct ferry steamers, and will run such ferry steamers in connection with the trains on the Kowloon-Canton Railway in accordance with schedules and time-tables to be drawn up by the Government from time to time, and in conformity with the following scheme:—

(a.) The lessee shall have the sole right to run ferry services from any point within the existing City boundaries from the City of Victoria to the Railway Pier for a period of 10 years from the date on which he is required to commence such services.

(b.) In the event of the Government calling upon the lessee to institute ferry services from the City of Victoria to the Railway Pier at Kowloon he may be required to run such services from any or all of three points, viz.:—

(i.) The pier opposite Ice House Street which forms the subject of these conditions of sale.

(ii.) A pier which will be permitted to be erected in the Central or Western District of the City at a point determined by the Director of Public Works.

(iii.) A pier which will be permitted to be erected in the Eastern District of the City at a point determined by the Director of Public Works.

Provided always that the lessee may by agreement with and subject to the consent of the Government substitute a combined ferry service to the Railway Pier from the piers referred to in clauses (i) and (ii) instead of maintaining two separate services.

## THE FERRY STEAMERS.

A clause provides that the lessee shall forfeit to the Government a sum of \$50 for every steamer which is more than 15 minutes later than the schedule time in arriving at the Railway Pier, \$100 for every steamer which is more than 30 minutes later than the schedule time, and \$50 additional for every additional 15 minutes after the first 10 minutes unless the delay is occasioned by accident or storm.

Clause III. reads: The ferry steamers shall be of such number, dimensions and designs as the Government shall require and shall be maintained by the lessee in a state of seaworthiness and efficiency to the satisfaction of such officers as the Governor shall depute for their inspection; provided that the lessee shall not be required to maintain more than three steamers for each service; each, if so required by the Government, capable in the case of each of the two first mentioned piers of carrying not less than 300 passengers, and in the case of the third mentioned pier 150 passengers, and the lessee shall be entitled to six months' notice of any change in the requirements of the Government with respect to the number and dimensions and design of the steamers to be maintained.

IV. The fares and rates to be charged by the lessee for the transportation of passengers, passengers' baggage, mails and parcels by the said ferry steamers shall not exceed those set out in the following scale, which includes pier tolls for embarking and disembarking:—

Passengers.	
For each first class passenger (adult) .. 15 cents	
do. do. (child) .. 5 "	
do. second class .. 10 "	
do. third class .. 5 "	
do. do. (from 7 p.m. to 6 a.m.) .. 3 "	

Provided that the Government may in its discretion at any time require the lessee to reduce the said fares.

Each passenger may take as personal baggage free of charge the quantity of baggage he is entitled to have carried free of charge on the railway. Baggage in excess of the railway allowance to be charged 5 cents per package. Season tickets by arrangement.

It is further provided that the Governor may release the lessee from his obligations in respect of the Railway Ferry Services and may withdraw the right to use the Railway Pier at Kowloon upon giving the lessee six months' notice in writing. In such event the Government agree to take over at a valuation to be mutually agreed upon such vessels as the lessee may have been called upon to build for the Railway Ferry Services.

Finally, it is provided that the Government will not call upon the lessee to commence any of the Railway Ferry Services if, in the opinion of the Government, there is no reasonable prospect of such services, within a reasonable time, earning sufficient to cover running expenses, depreciation and interest on capital outlay.



## RANDOM REFLECTIONS.

The popular belief that the cool weather comes with September is confirmed this year. Practically on the first of the month there was a difference in the temperature, which has become more appreciable since, and now coverings are being sought at night.

It is good to see the Theatre Royal occupied again by a theatrical company after such a long interval. The evenings are cool enough to make light of the slight warmth indoors, and as the entertainment provided is excellent, the visit of the Warwick Major Comedy Company should be a decided success.

Friday, unfortunately, proved an unlucky day for the Company and their patrons. The artists were in the midst of their greatest success when the light failed and the theatre was plunged in darkness. The audience and the management hoped against hope that it would only be momentary, but fate was unkind, and the performance had to be abandoned. The Company had a similar experience recently somewhere in the Malay States. It was a most unusual experience for Hongkong, but its lesson is not likely to be lost, as I understand that a duplicate supply of electric current is now being provided.

The play staged that night was Bernard Shaw's "You never can tell"—a titillating title which hangs on the tip of the tongue and makes you impatient to know the completed sentence. Another attempt is to be made by the company to-night to supply it. Meanwhile the little *contrepètes* of Friday has suggested a phrase:

"You never can tell—"

When the light will fail. "You never can tell" many other things in Hongkong—but the Muse absolutely refuses to be wooed by me. Apparently she's flirting with the Bandmaster.

I haven't done with the play yet. It is greatly concerned with manners, and it is noticeable that a few gentlemen who patronise the theatre have much to learn in that direction. It shows a gross disregard for the interests of others when men enter the theatre after the commencement of the performance and stand in front of others while they discuss in a loud voice the location of their seats. Probably it is due to want of thought, but all the same their offence ought to be pointed out to them.

The Peakites must be appreciating just now the significance of the words of the old song which says, "You never miss the water till the well runs dry." The tramway has been stopped for the week-end, and as few have cared to walk down and up again—not even for the novelty of the experience—they have perforce spent a whole day, not to mention the two nights, in the pure mountain air. Let us hope they have gained in health even if they have suffered a little inconvenience.

The other day I heard a man, who, of course, lives on the lower level, allude to the Peak car as the "flamingo wagon." The significance of the description was not very apparent until I remembered that the flamingo is a bird of bright plumage. Then the sarcasm penetrated, and I yearned to say something nasty.

The latest topic of conversation is the Government's announcement of an impending sale of the Pier and of the right of erecting and maintaining a pier over the foreshore at the bottom of Ice House Street—that is, I take it, the Star Ferry pier—together with the privilege of running a ferry service in connection with the railway at Kowloon. The question is asked—Is there any likelihood of competition? In the words of the play, I suppose the only answer at the present time is "you never can tell." Meanwhile people will be speculating as to whether the three pier which the Government will graciously permit the lessee to erect are likely to be "things of beauty" like the Blake Pier. We must expect too much—seeing that the cost of construction has to come out of the earnings of the ferry company and not out of the Colonial Treasury—but we may at least expect to see something more presentable erected at the bottom of Ice House Street than the makeshift which has so long done duty as a landing stage.

Interest in the ill-fated *Bedford* was revived this week by the appearance of the *Nubia* with the crew on board en route for England. The *Nubia* was fitted up as a regular troopship for the occasion, the transformation being effected in Japan.

Some time ago that modern superstition, the snowball prayer, made its appearance in Hongkong, and some ladies were rendered uncomfortable by its threatening message. Now I notice from Straits newspapers that it is beginning to appear in Singapore. One journal remarks: "We have heard of some cases in which the threat of evil has greatly perturbed some ladies who did not feel that they could comply with the injunction to impose the same threat of evil on nine of their friends. Perhaps we may relieve some good souls by recalling the case of a lady who wrote the nine letters while her husband was ill, and he died just after the last had been despatched. It was an equivocal case, perhaps, but no one had suspected before that the couple were not intensely devoted to each other, and the bereavement was considered a somewhat peculiar form of 'great joy'."

ROBERT K. LINDOM.

The Korean census returns covering thirteen provinces are now complete. The work was commenced in July last year. According to the new returns the number of houses in Korea is 2,741,438 and the population 12,959,981. As compared with the last return these figures reveal an increase of 408,351 houses and 5,178,319 people.

## LOCAL SPORT.

## BOYS' OWN CLUB AQUATIC FETE.

Notwithstanding the unfavourable weather on Saturday there was a fair attendance of spectators at the aquatic fete promoted by the Boys' Own Club, and held in the V.R.C. bath. The flag of the Club drooped limply from the flagstaff, and on more than one occasion during the afternoon spectators were driven to shelter by untimely showers. Nevertheless, the programme proved an interesting one, and the sports were entered into with that enthusiasm which is a dominant characteristic of the B.O.C. The officials of the Club are—

President, The Hon. Mr. H. Kewick; Vice President, Mr. E. Ralph; Chairman, Mr. A. H. Carroll; Judges, Messrs. F. Lamont, T. Meek, W. J. Carroll, C. Bunje and A. Charlton; Referee, Mr. W. J. Carroll; Starter, Mr. T. Meek. They were not all in attendance on Saturday, but those who took an active part are to be congratulated on the successful issue of the Boys' first meeting, and provided future programmes are carried through with the same cordiality there should be no loophole for complaint by the spectators. The different events resulted as follows—

## TWO LENGTHS HANDICAP.

First heat: S. Jex, receives 5 secs., 1; V. F. Azevedo, receives 6 secs., 2.  
Second heat: Y. Abbas, receives 6 secs., 1; E. L. Braga, receives 7 secs., 2.  
Third heat: R. A. Carvalho, receives 5 secs., 1; F. G. Brown, receives 7 secs., 2.  
Final: Y. Abbas, 1; S. Jex, 2.  
Abbas led from the start, and although Jex made strenuous efforts to overhaul the leader the second start proved too much. In the last length Jex greatly reduced the distance separating them, but Abbas was still swimming strong in the final stages and won the race by a couple of feet.

## SWIMMING FEET FOREMOST.

E. L. Braga, 1; J. M. Rosa Pereira, 2.  
The distance of this race was one length. It proved an easy thing for Braga, who took matters coolly from the start. It was a case of "more haste less speed" with Pereira. He started off like the proverbial bull at a gate, and as a consequence swallowed more salt water than was good for him. In the final stages of the race, however, he steadied down and succeeded in beating White on the post for second place.

## FOUR LENGTHS HANDICAP.

F. M. Cruz, receives 8 secs., 1; C. J. Cooke, receives 10 secs., 2. Times: Cruz, 72 secs.; Cooke, 64 secs.  
This race was for members of the V.R.C., and brought forth three competitors, namely, Tata, Cruz and Cooke. Tata, who received a start of nineteen seconds, gained nearly a length's lead on the other two swimmers, and maintained it until the last length. From the start Cooke put on speed, and gradually lessened the margin separating him from Tata. In the third lap Cooke came up strong, while Tata's lead rapidly diminished. In the fourth lap Tata gave up and Cooke put on a final spurt to overtake Cruz. The latter, however, was close on the winning post, and snatched the race by little more than a touch.

## FOUR LENGTHS HANDICAP.

A. H. Carroll, receives 4 secs., 1; H. W. Petersen, receives 5 secs., 2. Times: 74 secs.  
This was an inter-club event, and there were three starters, Jex, Carroll and Petersen. Jex made the most of his start of eight seconds, but was overtaken by Carroll in the second length, and the latter was leading in the third. In the last length Petersen rapidly overhauled the leader, but was beaten by Carroll by a couple of feet.

## PLUNGING.

E. L. Braga, 47 feet 7 inches, 1; A. H. Carroll, 2.  
The competitors in this competition were allowed three tries, but the winner's distance falls far short of the records at other meetings.

## ONE LENGTH BREAST STROKE.

First heat: J. M. Rosa Pereira, 1; C. H. Lyson, 2.  
Second heat: H. J. White and A. H. Carroll, dead heat.

Final: J. M. Rosa Pereira, 1; A. H. Carroll, 2. Times: 17½ seconds.

## LADIES' NOMINATION RACE.

H. Goldenberg, nominated by Miss Robinson, 1; E. L. Braga, nominated by Miss Lewington, 2.  
The conditions in this event provided that each competitor should swim to the centre of the bath, and there dive for bottles. With the exception of two bottles containing slips of paper bearing the numbers 1 and 2, the remainder of the bottles contained blank slips of paper. Those who were lucky enough to secure the numbered slips won the first and second prizes.

## SWIMMING IN PAIRS.

J. M. Rosa Pereira and I. E. Chunyut, 1; A. H. Carroll and S. Jex, 2.  
This race proved an easy thing for the winners.

## TEAM RACE.

F. L. Rosa's team composed of A. H. Carroll, A. R. Ellis, C. H. Lyson, B. Muskett, V. F. Azevedo and W. Thom. .... 1.  
H. W. Petersen's team composed of A. J. V. Ribeiro, J. M. Rosa Pereira, H. J. White, I. E. Chunyut, F. J. Brown and H. Goldenberg, 2.

## WATER POLO.

An inter-club match was played between teams distinguished by white and blue caps. The teams were evenly matched and a very interesting game resulted. When time was called the score was two all, and extra time had to be played to decide which team should take the prize. For a long time the issue was undecided, but eventually Lamont sent in a hot shot which Chunyut was unable to turn, and when

the whistle sounded victory was with the Whites, whose score stood at three goals against two scored by the Blues.

## CONSOLATION RACE.

F. L. Rosa, 1; M. A. R. Souza, 2.  
QUARTER MILE.  
H. W. Petersen, 1; A. H. Carroll, 2. Time: 7 min. 32½ secs.

This race took place outside the bath on the previous day, being then brought off in order that competitors might not tire in the long programme which was before them on Saturday. Pereira led all the way, but the pace proved too hot, and he was compelled by exhaustion to give up with the goal in sight. Petersen came up strongly in the final stages, and defeated A. H. Carroll by a length.

At the conclusion of the sports Mrs. Forsyth, wife of Dr. Forsyth, on the invitation of Mr. Charlton presented the prizes, and also handed over the handsome shield, which was presented to the Club by Mrs. A. J. David, to Mr. R. A. Carvalho, whose team won the B.O.C. Hockey Competition.  
Mrs. Forsyth was then presented with a handsome bouquet of flowers, and the Boys accorded her three ringing cheers, another three following for the V.R.C.

## COMPANY MEETING.

## HONGKONG HOTEL COMPANY.

The annual meeting of the shareholders in the above Company was held on Saturday at noon in the Hotel. Dr. J. W. Noble presided, and there were also present—Hon. Mr. E. Osborne, Messrs. J. W. C. Bonnar (directors), A. R. Lowe, E. Haskell, Shi Po Shum, J. Arnold, A. F. Davis (manager), Li Chan, Fong Tat Hang, and C. Mooney (secretary).

The Secretary having read the notice convening the meeting.

The CHAIRMAN said—Gentlemen,—With your permission I will follow the usual custom and take the report and accounts as having been read. On referring to these accounts you will observe that the profit on the working account for the period under review shows an increase of £16,884/4d, due mainly to enforced economies, enabling us to increase the dividend rate to 12 per cent. per annum, a result which I hope you will consider satisfactory for the six months' working, and I am sure you will, if you but bear in mind the number of hotels that have sprung up around us and the difficulties which beset us, and under which we have been and are at present labouring, surrounded as we are by builders and building materials. We hoped to have the south block finished ere this; the contract time has, however, been extended from the 27th of August to the 27th of October, on which date we hope to enter into possession or collect rent therefor. When the numerous improvements now in progress—including the new south block, a new lounge, a porte cochere, and an additional lift for baggage—are complete, you will have an up-to-date hotel property second to none in the Far East. The lounge referred to will occupy the large storeroom recently vacated by Fairall & Co., and should prove an attraction, as the front portion will be opened to the street in a manner somewhat similar to the main entrance to the hotel; the inner portion, whilst allowing an unobstructed view of the street, will be so protected as to insure sufficient privacy to enable our guests to meet, receive and entertain their friends there should they so desire. The traveller may there pass many an hour studying the varying and overhanging street scene of the Orient seagazing to the stranger. Practically the entire range of rooms facing the three streets, Des Voeux Road, Pedder Street and Queen's Road, a continuous frontage of nearly 600 feet will be devoted to the free use of our guests, as public and private dining, hall, reading, cloak, drawing, smoking, public and private billiard and bar rooms, all spacious and lofty, and which far exceed in number and extent those of any hotel in the East. You will have 191 bedrooms, 27 of which will have private bathrooms attached, each floor will have a "suite de luxe" for the use of those who demand better accommodation than they have hitherto been able to obtain. The new private bathrooms are large and fitted with the most modern and up-to-date appointments and plumbing, porcelain bath tubs, stationary washstands with hot and cold water laid on to each. The baggage lift now being erected will make available for the use of guests three lifts instead of two as at present, and all the baggage will be taken into the premises by the entrance at the rear near which this fourth lift is now under construction. In closing, I might add that your directors have suffered so many disappointments that many details of the completed structure will not be what they hoped they would, yet their aims and ambitions—even though unattainable—were high enough to still enable them to hand over to you a property which will be great improvement to the Colony, will rival many caravansaries in other parts of the world, and in the possession of which the shareholders are certainly to be congratulated. Before proposing the adoption of the report and accounts, I will be pleased to answer any questions that you may ask.

There being no questions, the report was adopted, on the motion of the CHAIRMAN, seconded by Mr. HASKELL.

Mr. A. R. LOWE proposed the re-election of Mr. W. Hutton Potts as director.

Mr. FONG TAT HANG seconded, and the motion was agreed to.

On the motion of Mr. Shi Po Shum seconded by Mr. DAVIS, Messrs. Jeffries and Lowe were appointed auditors.

The CHAIRMAN—That is all the business, gentlemen. Dividend warrants will be ready on Monday and can be obtained on application at the secretary's office. Thank you for your attendance.

## THE STRAITS SHIPPING BILL.

## SPEECH BY THE GOVERNOR.

At a meeting of the Legislative Council of the Straits Settlements last week, the Freight and Steamship Bill came on for its second reading. Mr. Darbishire delivered a long speech in opposition to the Bill. The following report is from the Straits Times—

His Excellency said he wondered whether the most Mr. Darbishire's ability or his courage. This "contagious" bill was obviously a weapon of war directed against a combination which had been condemned by both the minority and the majority reports of the Royal Commission, a body consisting of men who occupied the front rank in the commerce and shipping of Great Britain besides other men who had made a study of economic science and its effects on ordinary business. It had been unanimously condemned by the people in the form of the colony, except by those immediately interested, and the Government waited to see whether these concerned would take the hint and mend their ways, or whether they would wait until Government was forced to adopt the recommendation of the Royal Commission and take action to remove this blot in our commercial situation. The hon. member had quoted from Raffles as to the disastrous effect of a tax on trade, but apparently although he (Mr. Darbishire) admitted that such a tax would be a disadvantage to the colony, he was not prepared to accept it as a necessary evil. It was stated before the Royal Commission that the agents of firms here knew nothing about the settling of the tax, and it was difficult to see that the tax could possibly have the least stimulating effect on the trade of the colony. In one breath, the conference people said it was a stimulating effect, but they always forgot to explain how. How the fact that a firm in London which drew a certain large sum from the shippers every year in the form of a tax on the people of this colony, not a cent of which was spent in the colony, could be construed into something that was not injurious to the trade of the colony, he failed to conceive. If the tax were levied by Government it would be injurious, because Government spent the money in the colony, but when it came to a body of individuals in London, who were not present here or even likely to be, the tax was not injurious, but stimulating. That was the only conclusion to be arrived at after hearing the hon. member's remarks, coupled with the pile of figures to which he had treated the Council.

## THE CRITICISM OF MR. STUART.

He thought Mr. Darbishire was rather unfair to Mr. Stuart, because Mr. Stuart's contention had mainly been that the effect of the shipping conference was to drive away from this colony a great deal of the trade it used to collect from certain islands to the south and east. That part of Mr. Stuart's contention the hon. member had not referred to. He quoted figures which included the whole of our trade and appeared rather to think that trade with places to the north was an insignificant factor in the situation; but if he went further into the figures, he would find that our trade with the F.M.S., both in Singapore and Penang, had increased by leaps and bounds, while the trade with other parts for which Singapore was a collecting centre, if it had not actually diminished had certainly not increased to anything like the extent it should have done. At present apparently the tax did no harm at all. That the number of merchants engaged in the produce trade of the colony had increased. That surely bore out his (the speaker's) statement that the whole tax, instead of any part of it being returned to the producer by way of the big merchants who enjoyed it offering better terms to the producer, went into the pockets of the London merchants, otherwise the merchants would be able to overbid their competitors, instead of increasing in number, as was stated by the recent deputation who waited upon Lord Curzon. It was precisely the producer did not get a cent of the tax back.

## UPWARD TENDENCY OF FREIGHTS.

No more unjust accusation could be brought against Government than that it was interfering with the freedom of the port. Government proposed to free our trade from a tax which was levied entirely for the benefit of certain individuals and to interfere to a certain extent with a combination that controlled freights and had undoubtedly raised them very substantially. The hon. member had not dealt with Mr. Stuart's figures showing the steady upward tendency of freights. As he had not done so, they were omitted to be dealt with. These figures might be accepted without demur. Government must take it that freights had been raised, and that they had been raised unduly required no further proof.

The question was one on which he supposed they could hardly expect the hon. member to give an unbiased opinion, but as an avowed freetrader he must say that he failed to understand Mr. Darbishire's position. He had quoted the speaker as saying that it was merely a matter of principle that freights being given to certain large merchants this was ordinary commercial practice and not a matter in which Government would feel disposed to interfere, but that when the preference was a preference given to a firm, as the present tax was, it was an immediate and tangible profit which the person carrying on the business could see, which he knew was available and which would stimulate him to increase his business. The person handling the goods knew nothing about it—he quoted from the evidence of Mr. Sheldford before the Royal Commission (dissent by Mr. Darbishire), and he should have thought Mr. Sheldford was a fairly reliable authority on the point. As they knew, the tax had not stimulated trade because merchants, instead of increasing their business, had had to meet an increasing number of competitors.

If it had not been for the 5 per cent. on all the freight outward, the expansion of their trade would have been much greater than it had been. He was only quoting from the hon. member's words. He was sorry to hear him repeat the statement that the port had rivals for the shipping trade of the colony. The hon. member must remember that the peninsula was united in this matter. The peninsula, in public opinion, was as strongly in favour of the Government as Singapore was. There was absolutely no difference of opinion outside the select circle to which the hon. member belonged. If the shippers were not to come to Singapore or Penang to collect the trade of the peninsula, how were they to collect it? There were some minor difficulties such as that. One large company that did considerable business was, he believed, under contract to call here for the next ten or twelve years. He wondered if they were going to leave the port. He did not know whether the hon. member wished them to take him seriously or whether he only held that up as a sort of bogey-man to frighten small boys. He could assure them that the Government knew the strength of this combination against which they had declared war; but they also knew their

own strength and they had no fear that their shores would be neglected and the freight left to shift in their ports. They had no fear that this colony would be as well served in the future as it was in the past—as well as it was before the conference—and there was as much shipping in the world now as there was in the pre-conference days. If they only took the case of coal: what an advantage it would be to the man who had to use coal if the colliers that came here full were able to take cargo away? Would it not mean cheaper coal freights? Surely, if a shipowner could get a double freight, home as well as outward, he could give lower rates for both. What was the case at present? Every day ships passed their doors; they did not enter in because it was not worth their while. They could not get an ounce of freight because all the shippers were tied hand and foot.

## WAR ABSOLUTELY NECESSARY.

They were told by the hon. member that the conference did not fix freights, and he instanced the case of tin, in which, a short time ago, the conference fixed freights and then lowered them again. But he did not give them the whole details. The fact was that the merchants did not move until their profits were threatened by competitors in another quarter. Instead of diminishing in any way the truth of what he (His Excellency) said, it supported it. Freights were fixed by the shipowners, and the producers and merchants of the colony were not offered any guarantee that they would not be unduly raised to-morrow if that bill were withdrawn. The suggestion had been made that the conference should approach the Government and ask what freights they considered excessive. The answer was that freights were unduly high, and, further, he considered that the Government must guarantee, which only free competition could offer them, that freights should not be raised again. They could accept no guarantee except the guarantee of free competition. It was because they believed the war was a justifiable one, one that was absolutely necessary in the interests of the colony, that they had put that measure forward. They considered it the best means of putting a short and speedy end to that war. If they failed, but he did not think they should they should have justified the confidence of the people who had invited them to take the matter up. (Applause.)

His Excellency then put the motion, and it was carried by eleven votes to one, the dissentient voice being Mr. Darbishire's.

The Attorney-General gave notice that he would move, at next meeting, that the bill be taken in committee.

## SOURCES OF PROSPERITY.

## AN AMERICAN JOURNAL ON CORDONISM.

A contemporary remarks—"A high tariff has driven into Canada industries that properly belong to the United States. And the raw materials of the great northern country have in turn been barred out of their natural market."

This opinion is merely a revival of the exploded Cobdenite idea that some countries are particularly adapted to manufacturing, while others are only fitted to be producers of raw materials.

For a long time there was a profound conviction in England, which was shared by a large section of our own countrymen, that Nature destined the British Isles to be the workshop of the world. It was based on the assumption that the skill in manufacturing of the Britons was a divine inheritance, and could not be acquired by others.

It was deemed presumptuous for Americans to think that they could ever hope to rival the British in their chosen field, and a school of economists arose who demonstrated to their own satisfaction that certain industries "properly" belonged to Great Britain which it would be a crime to take away from that country.

They also taught that the natural market of the United States for its raw materials was the British Isles, and for a long time they actually succeeded in making a great many Americans believe that it was an economically sound policy to permit foreigners to work up raw materials produced in this country and ship back the product to us in the form of manufactured articles.

Fortunately there was a preponderance of common sense, and it asserted itself with sufficient positiveness to sustain a system which has built up a great manufacturing industry within our borders that has made the United States the wealthiest nation on the footstool.

The men responsible for this far-sighted policy have never been illiberal. They do not believe that any industry "properly" belongs to the United States. They are of the opinion that it will be the part of wisdom for the Canadians to imitate the example of this country, and build up a domestic manufacturing industry of their own, and they are confident that the resulting development of the Dominion will be as beneficial to Americans as to Canadians.

Had the narrow ideas of the Cobdenites prevailed the world would not be in its fine case as it is at present. They thought their policy would tend to the promotion of trade and the cheapening of products, but the development of the resources of a backward nation was accomplished by the imposition of protective tariffs far more immeasurably more in a little over half a century than free trade could have achieved in a millennium.

It is the vast additions to the world's supply of commodities of all kinds called into existence by the promotion of industries in countries of great resources that has set the wheels of progress revolving.

The necessity of meeting the wants of a growing and prosperous population like that of the United States has done more to promote trade between nations than hundreds of years of such interchange as the free trader proposed could have created. If Canada imitates us, and makes the conversion of her raw products into finished articles her "proper" industries, she will prosper as we have done.

And we shall have no reason to regret her prosperity. That is what President Taft had in mind when he spoke at Eastport the other day and said: "Neither country ought to be envious of the other, but each ought to be convinced that the more prosperous the one the more likely the other is to be prosperous, and that the growth of the trade of one means the growth of the trade of the other."

Canada can only become really prosperous by working up her own raw materials as far as possible and the greater the success she achieves along that line the more we shall sell to her. As a mere producer of raw materials she would be a very poor customer, but as a prosperous manufacturing community Canada will go on increasing her purchases from us, as she has been doing for several years past.—San Francisco Chronicle.

## JAPANESE TRADE IN CHINA.

Much has been said of the great field of industrial exploitation which lies before the Japanese in China, and there has been considerable shaking of the head in Europe at the prospect of Japanese competition, if only because of the advantages of contiguity which Japan possesses. But a good deal more than this is necessary, as Professor Schuchman has recently shown in a consideration of the industrial policy in Japan, before a nation is well fitted to enter the field of industrial competition. There was a time when the fear of Japan as a serious commercial competitor of the future were to some extent justified. That time has passed. Since Japan entered upon a militarist protectionist career the danger of supplanting European or Indian products in China markets has passed away. The cost of war and the heavy taxing of imports have raised prices in Japan from 50 to 100 per cent. in ten years, sweeping away the advantage which Japan once had by reason of her cheap labour, low cost of living, and light taxation. In 1908 the cotton yarn exported from Japan was almost exactly the same in value—20 million yen—as in 1900, despite the rise of prices meanwhile. There was an increase last year, due perhaps to the lottery ticket scheme, but the average for the last few years seems also to show that the Japanese are not advancing, and that Japan cannot compete with the yarn brought to China from far-away India. Within the last few weeks it seems that Japanese yarn has been re-exported from Shanghai because of the difficulty found in its disposal.

These remarks, while true of yarn, will perhaps be regarded as severely applicable to piece goods, in which there was a great expansion of export last year. The Japanese Consular report for the month of January 1909 explains how this came about. Dealing more especially with the trade of the last quarter of the year Mr. Consul-General Fullard says that a fair demand for cotton goods existed, but the prices obtainable were below the level of the producing markets, which, although willing to work at very bare commissions, were forced to very high levels by the price of raw cotton. "The result of this unfortunate position," he continues, "has been to drive the demand for yarns and grey cloths to the Japanese producers, the month of December seeing large orders booked by the Japanese traders here."

In consequence there was an increase in the value of cotton textiles for the first six months of the year from ¥3,398,159 in 1909 to ¥4,892,369 in 1910. There has also been a heavy increase in the value of yarns exported to China during the first six months of the year, but this has now been overtaken, as we have pointed out. While regarding the cotton textiles Mr. Fullard points out that the Japanese substitutes are not so good as the British and American goods which they have displaced, and are by no means preferred to them, but are simply taken because they come within the means of many people who cannot afford the now expensive cloths to which they have been used. This might seem at first sight to militate against the argument that present conditions in Japan must damage her competitive ability. But it will be seen that this particular case Japan has been in an exceptional position. Owing to large stocks of raw cotton held by Japanese mills, prices did not rise to the same extent as elsewhere, with the result that Japanese mills, after a long period of difficulty, were able to put their products with some advantage on the China market. "Some of the local merchants (at Tientsin)," Mr. Fullard continues, "are very positive on the subject of this Japanese competition, but they are of opinion that the importations of 2 and 3-fold yarn and manufactured grey cloth from Manchester will gradually decrease and that nothing will stop the Japanese from getting the bulk of the trade. Others assert that the headway made by the Japanese during the past year is merely temporary, and will get a set-back when British and American goods become cheaper."

There can be little doubt that the latter view is the correct one. It is amply shown, the export of cotton yarn for 1909 was practically the same in value as for 1903, though during that time prices have increased. Moreover, despite the increased export of cotton textiles, the weaving industry of Japan is in a very depressed condition, only one undertaking, it is said, working at a profit.

It would seem that though British yarns and piece goods had something like a set-back at Tientsin last year, they did well at Nanchang. The British Consular report for that district says that the total value of the cotton goods imported in 1909 was £1,583,075 as compared with £1,214,744 in 1908 and £758,880 in 1907. The low price of silver not unduly affected this trade adversely, and the advance in such unfavourable circumstances is an excellent index of the increased purchasing power of the people of Manchuria. It appears that the foreign cotton yarn and goods are supplied almost entirely by the British Empire, the United States, and Japan in the order named. The British Empire owes its premier position mainly to the large quantity of Indian yarn imported, but the United Kingdom supplies the bulk of the jeans, white shirtings, and Italians. It is estimated that the British share of the trade in 1909 was not far short of one-half its total value, whereas in 1908 it probably did not exceed one-third. From this it would seem that there is little prospect of a serious loss of the field to China, to herself.

It would be surprising if such were the case when it is considered that Japan stands against all economic laws by her fiscal methods. Professor Schuchman, in dealing with the situation recently, said that no country was a competitor to be feared which reeled mainly on cheap labour. The time when cheap labour was a factor had passed, for to succeed in the race a country must not only educate its workmen, but provide them with something more than the means of subsistence. Besides Japan's mistakes, fiscal policy and her low social conditions, she has now added the financial burden of Korea to that of her own, and as a Continental Power must now expand both her army and navy, involving further charges on industry. The notion that Japan will prove a serious competitor in the world's markets, or in any country where free commercial opportunity is combined with the high cost of labour must be abandoned. How long the open door and free opportunity will prevail in territory where there is Japanese domination we should not like to say.—Japan Chronicle.

## LATEST STEAMER MOVEMENTS.

The P. & O. Co.'s str. *Delhi* left Singapore for this port on the 9th inst. at 4 p.m. with the outward English Mail, and is due here on the 14th instant at about 7 a.m.

The P. & O. Co.'s str. *Palawan* is expected to arrive at Penang on the 12th inst., at 11 a.m. The str. *Korea* sailed from Yokohama 10th instant en route to Hongkong, and is due to arrive at this port on the 23rd inst.

The Mogul Line str. *Sikh* sailed from the United Kingdom for Hongkong via Straits on the 3rd instant.

Mr. David F. Wilber, United States Consul at Kobe, has been transferred to the U.S. Consulate-General at Vancouver. Mr. Geo. N. West, Consul-General at Vancouver, has been transferred to Kobe.



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, etc., should be addressed to THE MANAGER, and not to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box 33, Telephone No. 12. Telegraphic Address: Press Office, A.B.O. 5th Ed. Libel's.

## NEW ADVERTISEMENTS

## VICTORIA RECREATION CLUB.

THE ANNUAL AQUATIC SPORTS will take place in the Club Bath, on the 22nd, 23rd and 24th inst. The HALF-MILE, to be swum in the open, is for the CHAMPIONSHIP of the Colony. Entries close on the 17th inst. Entry Forms obtainable from the Steward.

FRANK LAMBERT.

Hongkong, 12th September, 1910. [1044]

## IN THE SUPREME COURT OF HONGKONG.

## PROBATE JURISDICTION.

IN THE GOODS OF DAVID RUSSELL, late of Kowloon, in the County of Antium, Farmer, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of the Probates Ordinance, 1897, made an Order limiting the time to the 29th day of October, 1910, within which all creditors or other persons having any claims or demands upon or against the above Estate are to send in such Claims. All Creditors and other persons are accordingly hereby required to send particulars of their Claims to the Undersigned before the date mentioned.

Dated this 9th day of September, 1910.  
JOHNSON, STOKES & MASTER,  
1, Prince's Buildings,  
Ice House Street,  
Hongkong.  
Solicitors for the Executors.

## IN THE SUPREME COURT OF HONGKONG.

## PROBATE JURISDICTION.

IN THE MATTER OF HENRY EDGAR, late of The Bath Club, Piccadilly, in the County of Middlesex, England, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of the Probates Ordinance, 1897 (No. 2 of 1897), made an Order limiting the time to the 29th day of October, 1910, within which all Creditors and other persons having any claims or demands upon or against the above Estate are to send in such Claims. All Creditors and other persons are accordingly hereby required to send particulars of their Claims before the date mentioned.

Dated this 29th day of September, 1910.  
JOHNSON, STOKES & MASTER,  
1, Prince's Buildings, Ice House Street,  
Solicitors for the Executors.

## IN THE SUPREME COURT OF HONGKONG.

## ORIGINAL JURISDICTION.

IN THE MATTER OF THE COMPANIES' ORDINANCES 1865 to 1886, and

IN THE MATTER OF THE HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED.

THE CREDITORS of the above-named Company are required on or before FRIDAY, the 11th day of November, 1910, to send their names and addresses, and the particulars of their debts or claims, and the names and addresses of their Solicitors, if any, to LAU CHU PAK of Alexandra Buildings, Victoria, Hongkong, Comptroller to Messrs. A. S. Watson & Company, Limited, the Official Liquidator of the said Company, and, if so required by notice in writing from the said Official Liquidator, are by their Solicitors to come in and prove their said debts or claims at the Chambers of the Honorable Sir FRANCIS PIGOTT, K.T., Chief Justice of Hongkong, in the Supreme Court House, Victoria, Hongkong, at such time as shall be excluded from the benefit of any distribution made before such debts are proved.

FRIDAY, the 18th day of November, 1910, at 10 o'clock in the forenoon, at the said Chambers, is appointed for hearing and adjudicating upon the debts and claims.

Dated this 2nd day of September, 1910.  
J. H. KEMP,  
Registrar.

JOHNSON, STOKES & MASTER,  
1, Prince's Buildings, Ice House Street,  
Hongkong.  
Official Liquidators of the said Company.

EAST ASIATIC CO., LTD.,  
COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship "TRANQUEBAR" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Hazardous and/or Extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 9.30 a.m.

All Claims must reach us before the 21st inst., or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

MELCHERS & Co.,  
Agents.

Hongkong, 10th September, 1910. [6]

## NEW ADVERTISEMENTS

## NOTICE.

TUESDAY, the 13th inst., being PARSEE NEW YEAR DAY, both our Hongkong and Kowloon Offices will be CLOSED at 10 A.M. Our Customers are therefore kindly requested to send in their Orders for that day before the above time.

H. BUTTONEE & SON,  
Hongkong, 12th September, 1910. [1042]

WANTED.  
BOARD and RESIDENCE for Young Man (19), from Middle of November. Peak or Higher Level.

Please apply—  
Care of "Daily Press" Office,  
Hongkong, 12th September, 1910. [1043]

## PUBLIC COMPANIES

## THE CHINA LIGHT AND POWER COMPANY, LIMITED.

THE NINTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, St. George's Building, No. 5, Connaught Road, on SATURDAY, 17th September, 1910, at Noon, for the purpose of receiving a Statement of Accounts and Report of the General Manager for the year ending 31st July, 1910, and electing a Consulting Committee and Auditor.

SHWAN, TOMES & Co.,  
General Managers.  
Hongkong, 2nd September, 1910. [1016]

## DOUGLAS STEAMSHIP CO., LTD.

THE ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, on SATURDAY, the 24th September, at Noon, for the purpose of receiving the Report of the General Manager, together with a Statement of Accounts to the 30th June, 1910. The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 24th Sept., both days inclusive.

DOUGLAS, LAPRAIK & Co.,  
General Managers.  
Hongkong, 3rd September, 1910. [1018]

THOUSANDS OF DOLLARS ARE SAVED BY THE EXPENDITURE OF AS MANY CENTS.

By the Use of  
**SOLIGNUM.**

the Wood and Brickwork Preservative which really does what is claimed for it. IT IS ABSOLUTE DEATH TO THE WHITE ANT.

Extensively used by the British Government at Home and Abroad, by H.M. War Department at Hongkong, the Imperial Maritime Customs and all large local concerns.

Prospectus samples and all information from the General Agents,  
SIEMSEN & Co.,  
(Machinery Dept.), Hongkong.

748]

DAVID CORSAE & SON'S  
MERCHANT NAVY  
NAUTICAL  
LONDON  
RELIANCE CROWN  
TARPAULING

ARNHOLD, KARBURG & CO.  
Sole Agents.

LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL-FIELDS Co., Ltd., who are prepared to Supply FRESH COAL straight from the Mine Steamers load at the Wharves. Quick despatch.

Telegrams: "Labuan Labuan"  
BRADLEY & Co., Agents.  
Hongkong, 12th August, 1909. [831]

MITSU BISHI GOSHI KWAISHA  
(MITSU BISHI CO.)  
COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA  
OCHI, MUTABE, HOJO, NAMAZUTA,  
SAYO, SHINNEW and KAMAYAMADA.

SOLE AGENTS FOR  
KISHIDAKE, MIYAO and KIGYO  
KOMATSU Coals.

HEAD OFFICE—MARUNOUCHI,  
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BRANCH OFFICES—NAGASAKI,  
MOJI, KATSU, WAKAMATSU,  
KOBE, OSAKA, SHANGHAI,  
HONGKONG, HANKOW, etc.

Cable addresses for above, "KWAISHA"  
Codes, A1, ABC 5th Ed., Western Union.

AGENCIES IN  
YOKOHAMA: M. ASADA, Esq.  
CHINKIANG: Messrs. GRABING & Co.  
MANILA: Messrs. MACDONALD & Co.  
For Particulars apply to  
H. OISHI,  
Manager,  
No. 2, Pedder Street, Hongkong.  
Hongkong, 9th January, 1909. [574]

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF  
ABSORBING INTEREST.  
By CHAS. J. HALCOMBE  
(Formerly of the Imperial Chinese Customs  
Service, Author of "The Mystic  
Flower Land," etc.).

THE VOLUME which consists of 461  
Pages, and includes a Sketch Plan of  
historical interest, describing the disposition  
of the Forces at the battle of Kweilin, is dedicated  
to Sir ROBERT HART, G.C.M.G., and Dr. A.  
RENNIE.

Its description of Chinese Social Customs  
and Superstitions, combined with the insight it  
gives into political conditions in China, makes  
"CHILDREN OF FAR CATHAY" an excellent  
volume for presentation to friends at Home.

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Emblem in Gold.

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## HONGKONG CLUB.

## NOTICE.

THE EIGHTEENTH HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES (1895 issue) of the Hongkong Club, Payable on FRIDAY, the 30th Sept., 1910, will be held at the Club House at 11 o'clock A.M. on SATURDAY, the 17th September, 1910.

Bearers of Debentures are invited to attend the Drawing.

By Order,  
JAMES CRAIK,  
Secretary.  
Hongkong, 1st September, 1910. [1006]

## HONGKONG CLUB.

## NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the Club House on TUESDAY, the 20th September, 1910, at 5.15 P.M. to confirm the Resolutions passed at the Extraordinary General Meeting held on the 31st August, 1910, as posted in the Hall of the Club.

By Order,  
JAMES CRAIK,  
Secretary.  
Hongkong, 1st September, 1910. [1017]

## VIENNA CAFE CO. (1910) LIMITED (RECONSTRUCTED).

## QUEEN'S ROAD CENTRAL, (Opposite Post Office).

## A FIRST CLASS RESTAURANT

(TABLE D'HOTEL OR A LA CARTE)  
AFTERNOON TEAS, ICES, LIGHT REFRESHMENTS.

SPECIALY SELECTED BRANDS OF WINES, SPIRITS, BEERS, &c.

AN EXTENSIVE MODERN BAKERY.

A FRENCH CHEF.

Hongkong, 23rd July, 1910. [974]

## FOR SALE

## FOR SALE.

REMAINING Portions of MARINE LOT 31 and 36, at PRATA EAST. Approximate Area, 45,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT No. 285

EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply—  
G. FENWICK & Co., Ltd.,  
ENGINEERS, &c.,  
PRATA EAST, HONGKONG.  
Hongkong, 8th June, 1906. [84-168]

## ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

Revised by THE MEMBERS.  
PRICE - - - \$3.  
DAILY PRESS OFFICE.  
Hongkong, 21st February, 1910. [316]

## CHEESE

## CHOICE

## CANADIAN STILTON.

60 CENTS PER LB.

THE

DAIRY FARM CO., LTD.

42

## NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 88SG. at \$6.87 and \$7.50 per 100. SPORTING REQUISITES and ALL GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.  
Hongkong, 25th October, 1906. [545]

## AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm. with CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN & Co.  
Hongkong, 6th March, 1907. [38]

## SINGON &amp; Co.

IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, HING LOOKE STREET, (2nd St., west of Central Market). Telephone No. 515. [496]

## TO LET

## TO LET.

GODOWN, No. 5A, RUDELL STREET.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st September, 1910. [88]

## TO LET.

NEW and COMMODIOUS SHOPS. Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yau-mai, Area 35,200 square feet with 285 feet of Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—  
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.  
Hongkong, 1st December, 1909. [790]

## TO LET.

No. 16, WYNDHAM STREET. From 1st September, 1910.

Apply to—  
E. A. & C. F. DE CARVALHO,  
14, Arbuthnot Road.  
Hongkong, 8th August, 1910. [913]

## TO LET.

No. 21, CONDUIT ROAD, Clifton Nos. 1 and 2, BOWEN ROAD, lately occupied as Artillery Officer's Quarters. Suitable for Boarding House.

GODOWNS, 151 to 155, PRATA EAST. OFFICES No. 2, Connaught Road, 3rd Floor.

A HOUSE in Wong Nei Chong Road, OFFICES in YORK BUILDING.

No. 10, DES VUEX ROAD CENTRAL, 1st Floor.

SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trans stop at the door.

Also NEW EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 9th September, 1910. [87]

## TO LET.

OFFICES, Hotel Mandons.

Apply to—  
HENRY HUMPHREYS,  
Alexandra Buildings.  
Hongkong, 2nd February, 1910. [151]

## TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st September, 1910. [994]

## TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, ROOMS suitable for Offices.

One GODOWN in MASON'S LANE.

Apply to—  
DAVID SASSON & Co., Ltd.  
Hongkong, 8th March, 1910. [95]

## TO LET.

No. 2, HOLLYWOOD ROAD.

No. 2, OLD BAILEY. Immediate Possession.

ARRATON V. APCAR & Co., 14, Des Vieux Road Central.  
Hongkong, 4th July, 1910. [800]

## TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour lately in occupation of Messrs. JALDIN, MATTHEWS & Co., Ltd.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st September, 1910. [89]

## TO LET.

OFFICES in Des Vieux Road, Central, corner of Ice House Street.

Apply to—  
Messrs. PERCY SMITH & FLEMING,  
5, Queen's Road.  
Hongkong, 2nd June, 1910. [440]

## TO LET.

MODERATE RENTAL.

HOUSES in Observatory Villas (5 Rooms), Kowloon. Electric and Gas laid on, Tennis Court.

Apply to—  
ARRATON V. APCAR & Co.,  
14, Des Vieux Road, Central, 1st Floor.  
Hongkong, 28th July, 1910. [875]

## TO LET.

SELF-Contained FLATS, NATHAN ROAD, Kowloon, with Gas, Electric Light and Telephone in each Flat.

Apply to—  
J. HENNESSEY SETH,  
No. 4, Ice House Street.  
Hongkong, 2nd July, 1910. [795]

## TO LET.

THE TOP FLAT of No. 4, Seymour Road, Hongkong. Cheap Rental.

Apply to—  
SPANISH DOMINICAN BROKERAGE.  
Hongkong, 3rd September, 1910. [1020]

## TO LET.

NOS. 19 and 23, SHELLEY STREET, new 5-Roomed Houses.

1 HOUSE in Belkiss Terrace.

No. 2, CONDUIT ROAD, 5-Roomed House, from 1st June or 1st July, 1910.

No. 9, BEACONFIELD ARCADE (Shop). C. M. S. PEAK BUNGALOW, MOUNT KELLET, Furnished, for 7 months from 1st November, 1910.

No. 57, PRATA GRANDE, Macao. FOR SALE.—TOR CREST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—  
LINTSEED & DAVIS,  
3rd Floor, Alexandra Buildings,  
Hongkong, 22nd August, 1910. [91]

## TO LET

## TO LET.

A HOUSE, in Knutsford Terrace.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st September, 1910. [325]

## TO LET.

ELEGANTLY Furnished, from middle of October, the SEVEN-ROOMED HOUSE known as "ALTADENA," Barker Road, the Peak. Kitchen Garden, Lawn, &c. Rent \$300 per month.

For particulars apply to—  
DEACON, LOCKER & DEACON,  
Solicitors, 1, Des Vieux Road Central.  
Hongkong, 22nd August, 1910. [969]

## TO LET.

AT THE PEAK.

THE FIVE-ROOMED HOUSE, known as "BITION," situated on Plantation Road. For Particulars, apply to—  
DENNIS & BOWLEY.  
Hongkong, 9th August, 1910. [922]

## A LING &amp; CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [546]

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## INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ... Gold \$3,250,000  
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(about \$1,500,000)

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LONDON OFFICE: Threadneedle House, E.C.

LONDON BANKERS:  
BANK OF ENGLAND,  
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FOR INFANTS, INVALIDS AND THE AGED.

A food of great nutritive value, which can be made suitable for any degree of digestive power by the simple process of letting it stand for a longer or shorter period at one stage of its preparation. Benger's Food forms with milk, a dainty, delicious and highly nutritive cream, entirely free from rough and indigestible particles. "The Lancet" describes it as "Mr. Benger's admirable preparation."

Readers can obtain a "Benger's Food and How to Use It," which contains a "Concise Guide to the Feeding of Infants" and practical information on the care of Invalids, etc., on application to Benger's Food Ltd., Great Works, Manchester, England.

Benger's Food is sold in tins by Druggists, etc., everywhere.

# DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

The Physician's Cure for Gout, Rheumatic Gout and Gravel. Safest and most Effective Aperient for Regular Use.



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# COLEMAN'S WINCARNIS, THE GREATEST TONIC IN THE WORLD.

WHAT IT has done for OTHERS it will DO FOR YOU. Its refreshing and exhilarating effects are a revelation to those who have never tried it before.

"WINCARNIS" has been made in its own, which you cannot fail to appreciate. The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina. Vitality and Force to Men, Women and Children.

BUY IT TODAY

From any leading Chemist.

# MUSTARD & COMPANY.

Wholesale Distributors for China and Hongkong. No. 22, Museum Road, Corner of Soochow Road, Shanghai.

# VISITORS AT HOTELS.

## HONGKONG HOTEL.

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Mr. H. M. Bates  
Mr. G. A. S. Bell  
Mrs. E. Brooke  
Mr. A. A. Dorian  
Mr. J. H. Dorian  
Mr. H. G. Fisher  
Capt. G. A. Forsyth  
Mr. V. Goulbourne  
Capt. T. P. Hall  
Mr. W. Hall  
Mr. T. L. Harrison  
Mr. & Mrs. P. T. Hayne  
and child  
Mr. A. Heise  
Mr. & Mrs. A. Holgaun  
Hon. Mr. and Mrs. K. A. Howett  
Dr. S. Hough  
Miss G. M. Hulse  
Mrs. C. M. Jack  
Mr. W. Jackson  
Mr. H. Junger  
Miss A. Leigh  
Mr. G. T. Lloyd  
Mr. W. Lloyd  
Laurie C. Marquis  
Dr. O. Marriot  
Miss K. A. Massey  
Mr. H. Van Meines  
Mr. D. M. Mickie

Mr. H. B. Miller  
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Mr. A. B. Moncrief  
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Major M. R. Porter  
Mr. E. H. May  
Mr. R. Robinson  
Mr. R. K. Rodger  
Mr. E. S. Sjöberg  
Mr. J. Sjöberg  
Mr. H. H. Solomon  
Dr. and Mrs. A. D. Spalding  
Mr. J. Spittles  
Miss A. Square  
Capt. & Mrs. Stuart  
Mr. & Mrs. M. L. Thompson  
Mr. W. W. Trautshold  
Mr. A. V. Walker  
Mr. & Mrs. Warwick  
Major  
Mr. V. Weissburger  
Mr. H. West  
Mr. A. Whitmarsh  
Mr. L. D. Wildman  
Mr. C. L. L. Williams  
Mr. G. Wolf  
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## KING EDWARD HOTEL.

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Mr. E. Nichols  
Mr. Pecker  
Capt. and Mrs. W. C. Passmore  
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## KINGSLAND PRIVATE HOTEL.

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Mr. & Mrs. G. Gaudson  
Mr. C. L. Gorham  
Mr. H. Hoffman  
Mr. P. N. James  
Mr. W. B. Tindal King  
Mr. & Mrs. A. C. Logan

Comdr. J. M. Macdonald  
Mr. J. F. Macgregor  
Mr. & Mrs. C. C. Mackie  
Mr. & Mrs. L. D. Mandell  
Master Mandell  
Miss Massey  
Mr. C. M. Meyer  
Mr. F. A. Offer  
Mr. Wm. Pittendrigh  
Mr. & Mrs. G. L. Platt  
Mr. J. Robertson  
Mrs. G. Seabrook  
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FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c., and for PRIVATE RESIDENTS AT THE OUTPOSTS. A Comprehensive and Complete Record of the NEWS OF THE FAR EAST. is given in the

# HONGKONG WEEKLY PRESS.

with which is incorporated THE CHINA OVERLAND TRADE REPORT. Subscription, paid in advance, \$12 per annum. Postage \$2 to any part of the World.

# GENERAL NEWS BY TELEGRAPH.

[FROM INDIAN PAPERS.]

## SPY SCARES

London, August 25th.

While Germany is starting an English spy scare the French Gendarmes at Verdun, after an exciting chase, have captured a German, who had been photographing and sketching fortresses. The *Westminster Gazette* remarks that the German spy makes us understand how foolish we must appear in German eyes when Great Britain is attacked by spy mania.

Later.

The excitement in Germany over the arrest of the two Englishmen, Brandon and Trench, is hourly increasing. The case is now described as one of grave national importance. A hot newspaper declares it has been ascertained that the accused in 1909 endeavored to obtain through a third party plans of German fortifications in the North Sea and that they have delivered to a foreign Power photographs of the new fortified harbour in Holland. The search for accomplices, of the existence of whom the authorities have no doubt, is continuing. All developments will be kept secret.

## NAVAL NEWS.

London, August 26th.

As Admiral of the British fleet the Kaiser has conveyed his sympathy on the occasion of the Bedford disaster.

London, August 27th.

The Mayor of Portsmouth appeals to the public for generous donations to the Naval Disaster Fund, practically the whole of which is already allocated to previous disasters, in order to provide for the dependants of victims of the Bedford disaster.

Rear Admiral Sir Douglas Gamble, the reorganiser of the Turkish Navy, has been appointed to the command of the Sixth Cruiser Squadron.

It is reported from Constantinople that proposals have been made to the Ministry of Marine for the sale of two warships about to be withdrawn from the British Navy, but the Ministry has resolved henceforward only to buy new vessels built to order.

## MILITARY NEWS.

London, August 27th.

The Army Council propose to hold an autumn course of instruction in mountain scouting for regular officers, probably in North Wales.

Officers of the Indian Army experienced in mountain warfare will act as instructors.

Reuter wires from Ottawa that in the team rifle match for British and Canadian Cadets at two hundred yards the British team made 606 points and the Canadian 563.

Telegrams to *The Times* from Paris state that for the Grand Army manoeuvres in Picardy in September the Commanding General has allotted four steerable balloons and three aeroplanes. Two Army Corps will each have four aeroplanes.

A battalion of the Queen's Own Rifles from Canada, through the munificence of Sir Henry Pellatt, arrived at Aldershot. This is the first time in the history of the Empire that a complete organised unit of one of the armies of the Dominion comes to participate in the final period of military instruction.

## THE DUKE OF CONNAUGHT.

London, August 26th.

Reuter telegrams from Pretoria that the itinerary of the Duke of Connaught is officially announced as follows: Capetown from October 31 to November 7; Potchefstroom November 25, Pretoria November 26 to November 28, Johannesburg November 28 to November 30, Pietermaritzburg December 1 and Durban December 2 and 3. The Duke will return to England from Durban. It is understood that he will visit Rhodesia between November 9 and 25.

## LABOUR TROUBLES.

London, August 26th.

Reuter wires from Copenhagen that at the congress of freemen and seamen Herr Mueller, a German delegate, announced at a special seamen's meeting yesterday that he agreed to the proposal that the seamen elect four representatives, to elaborate in concert with the executive of the carrying trades union a scheme to improve seamen's conditions, leaving each country's constitution to formulate special claims. Herr Mueller said that shipowners would be responsible if a contest arose, but if it did it would be a fight to the death. All must be ready to knock off work at a given signal. The proposal was unanimously adopted.

London, August 27th.

Reuter wires from Copenhagen that although the seamen's congress has adopted the principle of a general strike, the decision will only become effective in the event of the failure of negotiations with the shipowners.

London, August 28th.

Reuter wires from Copenhagen that Mr. Havelock Wilson in an interview said the seamen's strike was certain unless conciliation boards were established in every country. Propaganda would be begun immediately.

## PERSIAN AFFAIRS.

London, August 25th.

Reuter wires from Tehran that the negotiations for the withdrawal of the Russian troops appear to be dragging. It is understood that Russia insists as a condition of withdrawal on an exhibition by Persia of certain marks of good-will. The Russian demands comprise an extension and the ceding of Russian motor cars to Persia, and the right of Russian motor cars to enter Persia duty free with a view to exploiting traffic on the Teheran-Tehran road. While it is believed that Persia does not object to the first demand, she appears most reluctant to grant the second, which would destroy competition and give the Russians a monopoly of traffic. There is likely to be a strong expression of disapproval in the Majlis in the event of the Cabinet attempting to gain its consent to Russia's second demand, and in view of the circumstances it is hoped that Russia will see her way unconditionally to remove the troops or solicit such marks of good-will as the Government can reasonably hope to induce the Majlis to grant.

London, August 27th.

The Municipality of Baghdad has concluded a loan of £200,000 with a National Bank of Turkey for public improvements in the town.

## THE BAGDAD RAILWAY.

London, August 26th.

A *Times* telegram from Paris states that the extension of the Bagdad Railway from Bagli to Bulgaria, which was resumed on May 1, is progressing slowly owing to the difficulty of the syndicate has only succeeded in placing about £408,000 of the second series of bonds of which £432,000 were offered in June last.

## THE AUSTRALIAN COMMONWEALTH.

London, August 26th.

Reuter wires from Sydney that the Attorney-General has issued writs claiming penalties with an injunction restraining the coal shipping companies from continuing their monopoly as a breach of the Anti-Trust Act.

London, August 26th.

Reuter wires from Melbourne that the Commonwealth has passed a Bill for payment by the Commonwealth to the States for ten years of a grant equivalent to 25 shillings per head of population instead of the existing refund of three-quarters of the Customs.

## SLAUGHTER OF PENGUINS.

London, August 26th.

The *Times* correspondent telegraphs from Wellington that indignation has been aroused by the slaughter of penguins at Macquarie. Thousands have been killed and thrown into a boiler to be boiled for oil. The Tasmanian Government is enquiring into the matter.

## THE PRICE OF FOOD STUFFS.

London, August 27th.

Vienna telegrams state that the Chamber of Commerce at a special sitting passed resolutions making strong representations to Government with regard to the meat famine in Austria. The resolutions declared that the famine was due to commercial treaties for which the pressure of the Agrarians was responsible and the only remedy was radical change in policy.

## ALLEGED DIAMOND SMUGGLING.

London, August 27th.

The customs authorities in New York have made a fruitless search of German liners owing to a notification that an attempt would be made to smuggle \$150,000 worth of African diamonds. The authorities are now paying attention to British vessels. A naval raid was made yesterday on the second-class cabins in the mail liners of the morning. Cupboards in the small lavatories and mattresses, etc., searched causing huge indignation among the sleepless passengers. The result of the search was not disclosed.

## CRICKET.

London, August 27th.

Surrey has beaten Leicestershire by an innings and 118 runs. The match between Lancashire and Northampton at Manchester was abandoned.

London, August 27th.

Middlesex has beaten Hampshire at Lord's by an innings and 44 runs. Nottingham have beaten Gloucestershire at Bristol by five wickets. Worcester have beaten Essex at Leyton by one wicket. The match between Yorkshire and Sussex at Brighton was drawn.

## OBITUARY.

London, August 26th.

The death is announced of Dr. Vance, of Melbourne.

London, August 27th.

The death is announced of Professor William James, of Harvard University.

## ST. LEGER.

London, August 27th.

Neil Gow was scratched from the St. Leger at 11.45 a.m. to-day.

## CRIPPEN'S ARRIVAL IN LONDON.

London, August 27th.

The *Megantic*, with Crippen and Miss Le Neve on board, arrived at Liverpool to-day and the prisoners were entrained for Euston.

Enormous crowds were waiting at Euston station, interfering with the ordinary traffic. Hundreds of police were on duty at the scene, and extraordinary precautions were adopted, including cordons and barriers. As Crippen and Le Neve alighted and were placed in taxicabs, the crowd groaned and booed. Similar scenes occurred on their arrival at Bow Street.

London, August 28th.

Crippen was charged at Bow Street with murder and mutilation, and Le Neve with murder and harbouring.

## A DIBASTROUS HURRICANE.

London, August 28th.

A hurricane occurred yesterday morning. A destroyer and a torpedo boat were blown ashore on the Clyde. A dredger on the Mersey turned turtle and two persons were drowned. Deluges of rain have fallen in Scotland and Ireland, and have seriously damaged the crops. Many landslides have taken place and shooting is suspended. The crops in many districts in Ulster have been destroyed. The river Shannon has overflowed and twenty bridges have been swept away. A farmer in Donegal, seeing his crops ruined, hanged himself.

## MR. ROOSEVELT AND THE COWBOYS.

London, August 28th.

Mr. Roosevelt was the principal attraction at a cowboy carnival at Cheyenne yesterday. He reviewed five thousand regulars and coloured cavalrymen who fought in Cuba together with his painted braves. A Japanese delegation which was present shouted "Banzai." Mr. Roosevelt in a speech said he stood for progress as the West did and as democracy must. It was necessary to strive for the general social betterment, but yet reward the individual initiative up to the point where it became detrimental to the general welfare.

## AVIATION.

London, August 28th.

At Arnhem yesterday the aviator Van Maasdyk fell and was killed. At Harro the aviator Lagunneux fractured his skull.

## POLO.

London, August 28th.

At Narragansett Pier yesterday Banelagh won the open polo championship cup with a score of 73, defeating Perroquets, who scored 33.

# PRINTING

Nothing creates such a good impression in business as the use of First Class Printing.

The difference in cost between good and bad printing and material is generally nil.

"THE HONGKONG DAILY PRESS" PRINTING WORKS turn out the Best Printing at Reasonable Prices.

# AN EARL'S CAREER.

LIFE AS A SEAMAN, FIREMAN, AND TOWN HALL KEEPER.

The death occurred in London on the 11th ult., at the age of 54, of the Earl of Egmont, or, to call him by his full title, Sir Augustus Arthur Percival, Viscount Percival of Kanturk, Baron Percival of Cork, and Baron Arden of Lohort Castle, Co. Cork, in Ireland; Lord Lovel and Holland, of Enmore, Somerset, in Great Britain; Baron Arden of Arden, Co. Warwick, in the United Kingdom; a baronet of Ireland. He was born near Canterbury, New Zealand, the elder son of Mr. Charles John Percival by his first wife Eleanor. His youngest daughter, the Rev. the Hon. Arthur Philip Percival, rector of East Horsley, Surrey, and chaplain to Queen Victoria, was the fifth son of Charles George, second Lord Arden, who was the elder son by his second wife, Lady Arden, of the second Earl of Egmont, and the elder brother of Mr. Spencer Percival, the Prime Minister who was assassinated by Bellingham in the lobby of the House of Commons in 1812. Lord Egmont was a first cousin once removed of his predecessor, the seventh earl. After undergoing a short period of training as a naval cadet in the *Worcester* at Greenwich, he signed on as a seaman in vessels trading chiefly with India and the Far East, and he acquired sufficient knowledge and skill to obtain a second mate's certificate. He tried of the sea, however, and when looking for another occupation, turned to the Metropolitan Fire Brigade. This was in 1881, and he served about six years in a manner which—to quote the words of the chief officer—was "on the whole, satisfactory." Leaving the Fire Brigade, he obtained employment, which but for his own disposition might have afforded less excitement, as keeper of the Chelsea Town Hall. Here, however, his experience of fire apparatus seems to have suggested to him the use of a hose as a means of suppressing political disturbances, and legal proceedings were taken against him without success by the persons he had drenched. The local authority refused his request to pay the costs, and Lord Egmont resigned his position. In the meantime he had received several legacies, and the money obtained from one of these—some thousands of pounds—was devoted to giving a dinner to the poor of Chelsea. Lord Egmont then embarked in a cement business, which proved unsuccessful, and after drifting about—his experiences including life in a common lodging-house—he went to South Africa, his wife, Kate, daughter of Mr. Warwick Howell, of South Carolina, whom he married in London during his service as a fireman, remaining in England.

Lord Egmont sold his Cowdray estate, Midhurst, about 16,000 acres, for nearly half-a-million to Sir Westman Pearson, who took his title from the lands on his recent elevation to the peerage. This was a settled estate and was sold with the sanction of the Court. Mr. Willoughby (Messrs. Westhall & Green) being the surveyor to the trustees.

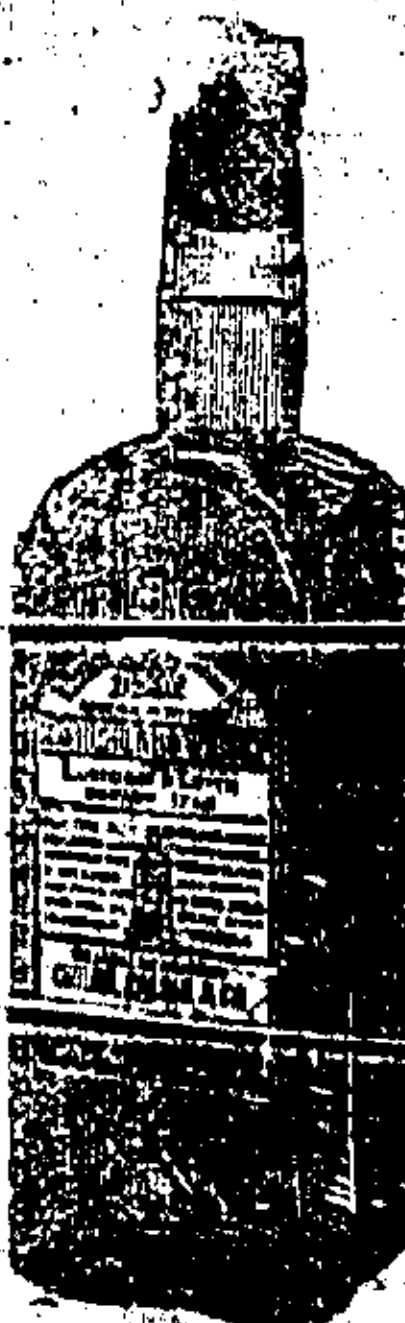
Lord Egmont is succeeded by his only brother Mr. Charles John Percival, formerly of the Naval Civil Service, who was born in New Zealand in 1838.

**WHITELEY'S**  
THE BIGGEST STORE  
IN THE WORLD.  
HIGH QUALITY. MODERATE PRICES.  
PROMPT ATTENTION.  
General Illustrated Catalogue (free post, on any Departmental List sent First to Home Mail)  
**WM. WHITELEY, Ltd.,**  
UNIVERSAL PROVIDERS,  
WESTBOURNE GROVE & QUEEN'S RD.,  
LONDON, W.

# PASSENGERS.

ARRIVED.  
Per *Laertes*, from Saigon, Mr. G. Olsen.  
Per *Thordia*, from Bangkok, &c., Mr. Smith.  
Per *Petchaburi*, from Bangkok, Miss Glegg.  
Per *Prinz Sigismund*, from Kobe, Mr. Weissmann.  
Per *Pittsburgh*, from Bangkok, Mr. and Mrs. Ehrenfeld.  
Per *Tian*, from Manila, Messrs. Balain, Balaban and Sison.  
Per *Haiyang*, from Coast Ports, Mr. A. MacGowan, Master Palmer, Mr. T. Pass, Mr. C. Lamberlain, Master Greaves, Mr. D. Sutherland, Rev. F. Bondiera, Master Grant and Mr. Perry.  
Per *Eastern*, from Australia, for Hongkong, Misses Newton and Bond, Major Burnsides, Lieut. J. C. de Costa Marques, J. F. Ribeiro, L. F. Soares Varella, A. L. de Magalhães and A. J. de A. Valente, Sergeants L. T. Baptista, A. L. de Almeida and H. A. Miranda, Crpl. J. Ferreira, Sdr. J. Hippolyte, Messrs. H. L. Q. Henriques, J. C. de Costa Moraes, H. J. J. W. Sprinkler and A. Heise, for Shanghai, Mr. and Mrs. Bevan and infant, Mr. and Mrs. Arthur Hughes, Mrs. Emanuel and 2 children, Mrs. J. M. Smith, Miss B. Fordham-Harris and Mr. C. M. Lindsay, for Kobe, Mr. and Mrs. C. A. Piesse and Geo. Hodgson.

# NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



BEWARE OF IMITATIONS.  
UNVARIABLE  
THE SAME TO-DAY AS IN 1745.  
150 YEARS.

SOLE AGENTS IN HONGKONG:  
**LANE, CRAWFORD & CO.,**  
and from ALL WINE MERCHANTS. [46]

# ON SALE.

# A TABLE OF THE RATES OF EXCHANGE AT HONGKONG.

For Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Yearly Approximate Averages for 36 years FROM 1874 to 1909. Price 52 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

# SHIPPING IN PORT.

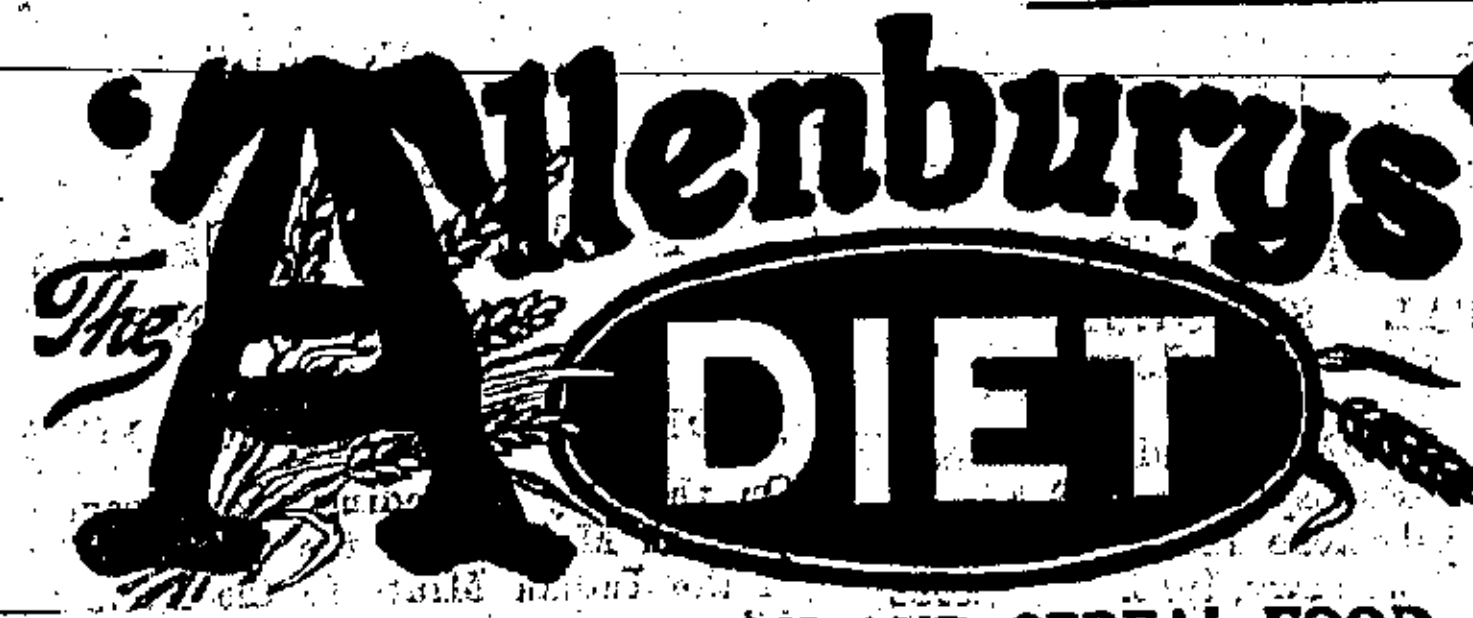
## STEAMERS.

ANAMBA, British str., 1,150, C. Sangster, 5th Sept.—Amoy 4th Sept., Case Oil—Atlantic Petroleum Co., Ltd.  
AWA MARU, Japanese str., 3,912, S. Ishikawa, 4th Sept.—Seattle and Shanghai 1st Sept., Flour and General—Nippon Yusen Kaisha.  
CAPRI, Italian str., 1,277, Moore, 4th Sept.—Bombay and Singapore 29th Aug., General—Carlini & Co.  
CHILDAE, Norwegian str., 1,102, H. Nielsen, 5th Sept.—Bangkok 28th Aug. and Swatow 4th September, Rice—Aagaard, Thoresen & Co.  
CHOWFA, German str., 1,053, Schmitz, 8th September—Bangkok 31st August, Rice—Butterfield & Swire.  
COWRIE, British str., 3,055, J. Fallas, 7th Sept.—Singapore 1st Sept., Kerosene Oil—Atlantic Petroleum Co., Ltd.  
EMPRESS OF RUSSIA, British str., 5,940, S. Robinson, 8th Sept.—Vancouver, B.C., 17th August, Mails and General—Canadian Pacific Railway Co.  
FAUSANG, British str., 1,410, H. Malkin, 8th Sept.—Cherbon and Java 29th August, Sugar—Matheson & Co.  
FOORSANG, British str., 1,407, Mitchell, 8th Sept.—Kobe via Moji 3rd September, General—Jardine, Matheson & Co.  
GERMANIA, German str., 1,713, H. Frandsen, 2nd Sept.—Hongkong and Hoihow 1st Sept., Coal and Pigs—Jensen & Co.  
HANGSANG, British str., 1,356, Wilde, 9th Sept.—Shanghai and Swatow 8th Sept., General—Jardine, Matheson & Co.  
HANOI, French str., 659, J. Pannier, 8th Sept.—Haiphong 4th and Hoihow 7th Sept., General—A. R. Marry.  
KAIFUNG MARU, Japanese str., 1,903, Suda, 6th Sept.—Moji 31st August, Coal—Mitsui Bishi Goshi Kwaisha.  
KILTYNHED, British str., 1,946, J. K. Melkie, 7th Sept.—Fremantle 17th Aug., Sandalwood—Jardine, Matheson & Co.  
KIANG PING, Chinese str., 1,222, H. Udden, 5th September—Chinkiang 30th August, General—Tung Lee & Co.  
KUMCHOW, British str., 1,460, J. D. Martin, 27th August—Saigon 23rd Aug., General—Ying Sang & Co.  
LENNOX, British str., 2,361, D. Reid, 1st Sept.—Kaitang 30th Aug., General—Dodwell & Co.  
LUNAN, British str., 1,350, Williams, 31st Aug.—Shanghai 28th Aug., General—Butterfield & Swire.  
LREEMOON, German str., 1,238, v. Pilgrim, 30th August—Swatow 29th Aug., Ballast—Hamburg-America Linie.  
MEIKONG, Chinese str., 1,339, Froberg, 9th Sept.—Shanghai 4th September, General—C. M. S. N. Co.  
TIENTSIN, British str., 1,227, F. Boyd, 3rd September—Swatow 2nd Sept., General—Butterfield & Swire.  
WUHU, British str., 1,227, A. Luckert, 4th September—Shanghai 31st Aug., General—Butterfield & Swire.

## SAILING VESSEL.

ARROW, British barque, 2,971, McIvor, 20th May—Amoy 8th April, Kerosene Oil—Standard Oil Co.  
DECEMLAN, British 4-masted barque, 1,799, Swat, 27th August—Menado 30th July, Ballast—Standard Oil Co.

# AN IDEAL INVALID FOOD IN HOT CLIMATES.



A PANCREATISED MILK AND CEREAL FOOD.

For Travellers by Sea or Land this complete Food will be found exceedingly valuable.

**ALLEN & HANBURYS Ltd., 37, Lombard Street, LONDON.**

The "Allenbury's" Diet is a complete food, being manufactured from milk and wheaten meal, both ingredients being largely predigested. It is most palatable and easy of digestion, and can be made in a minute, the addition of boiling water only being necessary. Whilst acceptable to all as a light nourishment, it is especially helpful to Invalids, Dyspeptics, and the Aged.











## SHIPPING.

**ARRIVALS.**  
**ANAMBA**, British str., 10th Sept.—Canton.  
**ANNUI**, British str., 10th Sept.—Canton.  
**BUJUN MARU**, Japanese str., 1,300, Y. Fuso, 11th Sept.—Shanghai and Swatow 10th Sept., General—Onaka Shosen Kaisha.  
**CHOWTAY**, German str., 1,134, H. C. D. Framp-ton, 11th Sept.—Sigon 6th Sept., General—Butterfield & Swire.  
**EASTERN**, Danish str., 2,272, McArthur, 10th Sept.—General—Gibb, Livingston & Co.  
**HATTANO**, British str., 1,362, A. E. Hodgins, 11th Sept.—Yokohama, Amoy and Swatow 10th Sept., General—Douglas, Leprick & Co.  
**JOHANNES**, German str., 952, M. Jpland, 10th Sept.—Haiphong 6th and Hothow 9th Sept., Coal and Pig—Jensen & Co.  
**KYANG PING**, Chinese str., 10th Sept.—Canton.  
**LAURET**, British str., 1,340, H. C. D. Framp-ton, 11th Sept.—Sigon 6th Sept., General—Butterfield & Swire.  
**OMURO MARU**, Japanese str., 1,479, S. Takaki, 9th Sept.—Dairen 3rd Sept., Coal—Mitsui Bussan Kaisha.  
**PETCHABURI**, German str., 1,374, C. Gosevich, 11th Sept.—Bangkok 4th Sept., Rice, Meal and wood—Butterfield & Swire.  
**PITANULOK**, German str., 1,264, D. Reimann, 11th Sept.—Bangkok 3rd Sept., Rice and Wood—Butterfield & Swire.  
**PRINZ SIGISMUND**, German str., 1,244, D. Lens, 10th Sept.—Kobe 4th Sept., General—Mitsui Bussan Kaisha.  
**PROKTHUS**, British str., 5,570, G. Moir, 10th Sept.—Singapore 5th Sept., General—Butterfield & Swire.  
**RYGA**, Norwegian str., 2,807, E. Meyer, 11th Sept.—Portland 14th August, Flour—Order.  
**SOSHU MARU**, Japanese str., 1,119, Y. Yamamoto, 11th Sept.—Amoy 8th via Swatow 9th and Swatow 10th Sept., General—Onaka Shosen Kaisha.  
**ST. PATRICK**, British str., 2,694, J. S. Orley, 10th Sept.—Keelung 7th Sept., General—Dodwell & Co.  
**TEAN**, British str., 1,346, A. W. Outebridge, 10th Sept.—Manila 7th Sept., General—Butterfield & Swire.  
**THORNDIS**, Norwegian str., 1,091, J. Jorgensen, 11th Sept.—Bangkok via Swatow 10th Sept., Rice—Agassand Thoresen & Co.  
**TRINQUERAN**, Danish str., 2,236, van Deurs, 10th Sept.—Port Said 9th August, General—Melchers & Co.  
**YEDDO**, Swedish str., 1,234, C. H. Anderson, 11th Sept.—Karatsu 5th Sept., General—Wijk & Co.

## DEPARTURES.

10th September.  
**BUYO MARU**, Japanese str., for Dairen.  
**ELAX**, British str., for Balikpapan.  
**HANGSANG**, British str., for Canton.  
**KWANGSANG**, Chinese str., for Shanghai.  
**LIGHTNING**, British str., for Singapore.  
**MACHAW**, German str., for Bangkok.  
**MANDARIN MARU**, Japanese str., for Miki.  
**MERUPO**, Chinese str., for Canton.  
**NUBIA**, British str., for Singapore.  
**OMURO MARU**, Japanese str., for Canton.  
**RUBI**, British str., for Manila.  
**SPENZA**, German str., for Singapore.  
**TENKAI**, British str., for Singapore.  
 11th September.  
**ANNUI**, British str., for Shanghai.  
**HAICHING**, British str., for Swatow.  
**HUICHONG**, British str., for Swatow.  
**JOSEPH MARU**, Japanese str., for Swatow.  
**MATHILDE**, German str., for Pakhoi.  
**ONGSANG**, British str., for Hongkong.  
**PONGTONG**, German str., for Swatow.  
**PRINZ SIGISMUND**, German str., for Australia.  
**TRANQUERAN**, Danish str., for Shanghai.

## SHIPPING REPORTS.

The British str. *Haiphong* reports: Light B.W. wind, smooth sea, fine and clear.  
 The German str. *Petchaburi* reports: S.W. winds, sea and heavy rain, current from the N.  
 The British str. *Lauret* reports: Squally with much rain and low barometer throughout, gentle Southerly breeze.

## VESSELS IN DOCK.

September 10th.  
**TAKOO DOCK**—  
*Union* at No. 2 Slip.  
*Drumellan* at Seawall.  
*Demeter* at Seawall.  
*Crook* at Dock.

## VESSELS EXPECTED.

**THE PENNOR MAIL.**  
 The M.M. str. *Verra*, with the French Mail of the 14th ultimo, and mails from London of the 13th ultimo, left Saigon on the 9th inst., at 3 p.m., and is expected to arrive here to-day at daylight.  
**THE AMERICAN MAIL.**  
 The P.M. str. *Mongolia* is due to arrive at Hongkong to-day at noon.  
 The T.K.K. str. *Tenyo Maru* left Yokohama on the 5th instant, and is due to arrive at this port to-morrow.  
 The T.K.K. str. *Nippon Maru* sailed from San Francisco on the 6th inst., for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 4th prox.  
**THE INDIAN MAIL.**  
 The Indo-China str. *Laiang* from Calcutta and the Straits left Singapore for this port on the 6th inst.  
**THE AUSTRALIAN MAIL.**  
 The E. & A. str. *Alidham* left Sydney on the 31st ultimo for Queensland Ports, Manila and this port.  
**THE CANADIAN MAIL.**  
 The C.P.R. Co.'s str. *Empress of Japan* left Vancouver for Hongkong via the usual ports of call on the 7th instant a.m.  
**MERCHANT STEAMERS.**  
 The N.Y.K. str. *Myasaka Maru* (European Line) left Shanghai for this port on the 9th instant, and is expected here to-day.  
 The O.S.K. str. *Fumana Maru* left Tacoma for this port via Igo and Manila on the 6th alt., and is expected to arrive here to-morrow.  
 The N.Y.K. str. *Ceylon Maru* (Bombay Line) left Singapore for this port on the 7th instant, and is expected here to-morrow.  
 The Mopul Line str. *Pailan* sailed from the United Kingdom on the 2nd ultimo for Hongkong via Straits.  
 The N.Y.K. str. *Hirano Maru* (European Line) left Singapore for this port on the 9th instant, and is expected here on the 14th inst.  
 The O.S.K. str. *Seattle Maru* left Tacoma, Wash., for this port on the 20th ultimo, and is expected to arrive here on or about the 27th instant.

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION CO.

## HOMeward PASSENGER SEASON 1911.

## PROPOSED SAILINGS OF MAIL STEAMERS FOR Marseilles and London.

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers to	Leave	Connecting Steamers from	Leave	Due	Due
COLOMBO	HONGKONG	COLOMBO to Marseilles & London	COLOMBO	Marseilles (Brindisi 2 days earlier)	Plymouth (London 1 day later)
DELHI .....	February 4	MAINTA .....	March 4	March 10	March 24
ARCADIA .....	February 18	MALWA .....	March 18	March 24	March 24
ASSAYE .....	March 4	MACEDONIA 10500	April 1	April 7	April 7
MAEMORA .....	March 18	(Through Steamer calling at Bombay)	April 15	April 21	April 21
DEVANHA .....	April 1	MOLDAVIA .....	April 29	May 5	May 5
DELHI .....	April 15	MOLDAVIA .....	May 13	May 19	May 19
ASSAYE .....	April 29	MOBEA .....	May 27	June 2	June 2
DELTA .....	May 13	MOOLTAN .....	June 10	June 16	June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.  
 Accommodation in the connecting Steamer from COLOMBO is definitely reserved for Hongkong or at the time of Booking.  
 FARES TO LONDON (Including Surtax):  
 1st SALOON £71.10 SINGLE £106.14 RETURN £147.28  
 2nd SALOON £48.10 SINGLE £72.12 RETURN £100.22  
 IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON CARRYING SALOON PASSENGERS AT REDUCED RATES.  
 PROPOSED SAILINGS:

STEAMERS	Leave	Due
HONGKONG	LONDON	LONDON
SUNDA .....	January 25	March 11
NUBIA .....	February 8	March 24
SYRIA .....	March 22	April 8
NOBE .....	March 28	May 14
PALAWAN .....	April 19	May 5
BORNEO .....	April 26	May 12
SICILIA .....	May 3	June 19
SUMATRA .....	May 31	July 17
NILE .....	June 14	July 31

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.  
 FARES TO LONDON (Including Surtax):  
 1st SALOON £55.10 SINGLE £82.10 RETURN £117.20  
 2nd SALOON £38.10 SINGLE £57.4 RETURN £85.50  
 Carry 1st and 2nd Saloon Passengers.  
 For further Particulars, apply to—  
**J. A. HEWETT, SUPERINTENDENT.**

## THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, VANCOUVER, B.C. & SEATTLE VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
SUVERIC .....	6,232	F. S. Cowley .....	27th September.
KUMERIC .....	6,232	G. B. McGILL .....	20th October.
ATMERIC .....	4,362	J. Boyd .....	20th November.

Calling at Amoy and Keelung if sufficient inducement offers.  
 \* These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to **DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.**  
 Hongkong, 9th September, 1910.

## CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong. "EMPRESS OF INDIA" SAT., 17th Sept. "EMPRESS OF JAPAN" SAT., 8th Oct. "EMPRESS OF CHINA" SAT., 29th Oct. "MONTEAGLE" TUESDAY, 8th Nov.  
 From Quebec. "ALLAN LINE" FRIDAY, 14th Oct. "EMPRESS OF IRELAND" FRIDAY, 25th Nov.  
 From St. John, N.E. "EMPRESS OF BRITAIN" FRIDAY, 16th Dec. "ALLEN LINE" FRIDAY, 13th Jan.

"Empress" Steamships leave HONGKONG at 6 P.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.  
 The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.  
 Hongkong to London, 1st Class .....



# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELHI	About 15th Sept.	Freight and Passage.
LONDON VIA USUAL PORTS	DELTA	Noon, 17th Sept.	See Special of Calk.
LONDON and ANTWERP	CANDIA	About 21st Sept.	Freight only
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	Capt. W. R. Hickey	Sept.	
SHANGHAI, MOJI, KOBE and YOKOHAMA	Capt. C. R. Longden, R.N.R.	About 22nd Sept.	Freight and Passage.

For Further Particulars, apply to

E. HEWETT, Superintendent

Hongkong, 12th September, 1910

# CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMER	TO SAIL
MANILA, CHEFOO & NEWCHANG	TEAN	On 13th Sept., 4 P.M.
SHANGHAI	PAOTING	On 14th Sept., 4 P.M.
SHANGHAI	CHENAN	On 15th Sept., 4 P.M.
SHANGHAI	LINAN	On 18th Sept., 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BEIS, BANE, SYDNEY & MELBOURNE	CHANGSHA	On 30th Sept., 4 P.M.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI" "CHENAN," "CHINUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

ND—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$90 RETURN. TELEPHONE 36. For Freight or Passage apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 12th September, 1910

# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW & NINGPO	HANGSANG	Wedday, 14th Sept., Noon.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	Wedday, 14th Sept., Noon.
TIENTSIN	CHONGSHING	Thursday, 15th Sept., Noon.
MANILA	LOONGSANG	Friday, 16th Sept., 4 P.M.
MANILA	YUENSANG	Friday, 23rd Sept., 4 P.M.
SHANGHAI, KOBE & MOJI	KUTSANG	Tuesday, 4th Oct., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sub Exch. 4. For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGER.

Hongkong, 12th September, 1910

# DOUGLAS STEAMSHIP CO., LD

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

# SAWTOW, AMOY AND FOOCHEW

## AND RETURN.

Occupying 9 to 10 Days.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 13th Sept., at 10 A.M.
"HAICHING"	Capt. W. C. Pasmore	FRIDAY, 16th Sept., at 10 A.M.
"HAITAN"	Capt. J. W. Evans	TUESDAY, 20th Sept., at 10 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. H. Stewart	THURSDAY, 15th Sept., at 10 A.M.
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During the Month of September, a Special Reduction of 20 per cent. on Fares to Foochow and Return will be Allowed.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK &amp; Co., GENERAL MANAGERS.

Hongkong, 12th September, 1910.

# EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI.

# RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG &amp; VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
HAVRE and COPENHAGEN	"YEDDO"	On 16th Sept.

For Further Particulars apply to

MELOHRS &amp; CO., AGENTS.

Hongkong, 5th September, 1910.

# NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	MIYAZAKI MARU	9,000	WED'DAY, 14th Sept., at Daylight
	KITANO MARU	9,000	WED'DAY, 28th Sept., at Daylight
	IYO MARU	7,000	WED'DAY, 12th Oct., at Daylight

VICTORIA B.C. &amp; SEATTLE

S. KAMAKURA MARU

Capt. J. Nago, 7,000, SATURDAY, 9th Oct., from KOBE.

VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA

S. AWA MARU

Capt. S. Ishikawa, 7,000, TUESDAY, 13th Sept., at 4 P.M.

SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE

S. SINABA MARU

Capt. K. Kawa, 7,000, TUESDAY, 11th Oct., at Noon.

SHANGHAI, MOJI and KOBE

S. YAWATA MARU

Capt. T. Sekine, 5,000, FRIDAY, 30th Sept., at Noon.

SINGAPORE, COLOMBO and BOMBAY

S. NIKKO MARU

Capt. M. Yagi, 6,000, FRIDAY, 28th Oct., at Noon.

NAGASAKI, KOBE and YOKOHAMA

S. OBYLON MARU

Capt. Fred. Fyne, 6,000, WED'DAY, 14th September.

S. HIRANO MARU

Capt. H. Fraser, 7,000, THURSDAY, 15th Sept., at 5 P.M.

S. TOSA MARU

Capt. Y. Nomura, 5,000, FRIDAY, 23rd September.

S. NIKKO MARU

Capt. M. Yagi, 6,000, WED'DAY, 28th Sept., at Noon.

† Omitting Keelung and Shimizu. ‡ Calling at Saigon.

§ Fitted with New System of Wireless Telegraphy. ¶ Cargo only. \* Carries Deck Passengers.

# CHEAPEST SUMMER RATES

## BETWEEN

# HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st &amp; 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

CLASS	\$120	\$110	\$100	\$90
	\$ 80	\$ 70	\$ 60	\$ 50

With Option of rail between Calling Ports in Japan.

Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, etc., apply at

T. KUSUMOTO, MANAGER. [13-125]

Hongkong, 7th September, 1910.

# CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	A. Fraser	Manila	On 17th Sept., Noon.
RUBI	2540	B. Rodger	Manila	On 24th Sept., Noon.

For Freight or Passage apply to SHEWAN, TOMES &amp; Co. General Managers.

Hongkong, 5th September, 1910.

# HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,

to MARSEILLES, HAYRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE & YOKOHAMA:	FOR HAYRE, HAMBURG & ANTWERP:
S.S. C. FRED. LAEISZ 27th Sept.	S.S. LIBERIA ... 14th Sept.
S.S. ARMENIA ... 6th Oct.	FOR HAYRE, ROTTERDAM, HAMBURG & ANTWERP:
S.S. SENEGBAMBIA ... 21st Oct.	S.S. BADENIA ... 2nd Oct.
S.S. SILEBIA ... 4th Nov.	FOR MARSEILLES, HAYRE & HAMBURG:
S.S. SUEVIA ... 16th Nov.	S.S. AMBRIA ... 4th Oct.
S.S. ARABIA ... 30th Nov.	FOR HAYRE & HAMBURG:
S.S. SCANDIA ... 15th Dec.	S.S. ALESIA ... 11th Oct.
	FOR MARSEILLES, HAYRE & HAMBURG:
	S.S. C. FRED. LAEISZ 23rd Oct.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 7th September, 1910.

# SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

STEAMSHIP	TONS	SAILING DATE
S.S. BUJO MARU	10,500 tons gross	Sail Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	Dec. 21st, at Noon.
S.S. KIYO MARU	17,200 "	About Mid Feb. 1911

For particulars apply to

N. YAMADA, Acting Manager. TOYO KISEN KAISHA, King's Building.

Hongkong, 1st September, 1910.

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAVA	First half of Sept.	SHANGHAI	Second half of Sept.
TJIMAH	JAVA	Second half of Sept.	JAPAN	Second half of Sept.
TJILATJAP.	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TJIKINI	JAVA	First half of Oct.	SHANGHAI	First half of Oct.
TJIPANAS	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJIBODAS	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yok Buildings, 1st Floor. Hongkong, 7th September, 1910. Telephone No. 375.

[16]

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

# TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA	"PANAMA MARU"	6,059	WED'DAY, 21st Sept., at Noon.
VIA MOJI, KOBE and YOKOHAMA	"SEATTLE MARU"	6,182	WED'DAY, 5th Oct., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE

FOR	STEAMERS	LEAVES
ANPING VIA SWATOW & AMOY	"SOSHU MARU"	WED'DAY, 14th Sept., at Noon.
SHANGHAI VIA SWATOW, AMOY & FOOCHEW	"BUJUN MARU"	THURSDAY, 15th Sept., at Noon.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Foochow during the month of September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The NIPPON KISEN KAISHA's Steamers at Shanghai, for The NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st CLASS.	2nd CLASS.	3rd CLASS.
\$73.00	\$55.00	\$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cuisine.

The Newly Built Steamers "CHOSUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

703.

T. ARIMA, MANAGER

# THOS. COOK & SON,

## TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS

SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN-MONEYS exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION

PLAYS of 1910, AND THE ANGLO-JAPANESE EXHIBITION

OF 1910.

Head Office for the Far East:—

16, DES VŒUX ROAD, HONGKONG.

Japan Office:—

32, WATER STREET, YOKOHAMA.

# O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

# ORIENTAL BREWERY, LTD.,

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 &amp; 57, DES VŒUX ROAD.

1537



# HUGO C. A. FROMM.

HONGKONG: 4, QUEEN'S BUILDING, TOP FLOOR. TELEPHONE 960.

JUST NOW FOR SALE:

## 5 FIELD FORGES, 1 COLLECTION IMITATION JEWELLERY,

AND SOME OTHER SMALL CONSIGNMENTS.

PLEASE APPLY TO MY OFFICE.

### POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Yarra, with the French mail of the 12th August, left Saigon on Friday, the 9th inst., at 5 p.m., and may be expected here to-day.  
The Mongolia, with the American mail, is due to arrive at Hongkong to-day, at noon.  
The Delhi, with the English mail of the 19th ult., left Singapore on Friday, the 9th inst., at 4.00 p.m., and may be expected here on Wednesday, the 14th inst., at about 7.00 a.m. This packet brings the parcel mails closed in London for despatch by the all sea route on the 10th of August, and for despatch overland on the 17th of August.

FOR	PRE	DATE
Singapore, Penang and Bombay	Capri	Monday, 12th, 11.00 A.M.
Manila	Sui Tai	Monday, 12th, 1.15 P.M.
Swatow, Amoy and Foochow	Haiyang	Tuesday, 13th, 9.00 A.M.
Hohow and Haiphong	Hanoi	Tuesday, 13th, 9.00 A.M.
EUROPE, &c., INDIA VIA TUTICORIN		
(Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.)		
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.		
Manila	Sui Tai	Tuesday, 13th, 1.15 P.M.
Manila	Sui Tai	Tuesday, 13th, 3.00 P.M.
Manila	Sui Tai	Wednesday, 14th, 8.00 A.M.
Manila	Sui Tai	Wednesday, 14th, 11.00 A.M.
Manila	Sui Tai	Wednesday, 14th, 1.15 P.M.
Manila	Sui Tai	Wednesday, 14th, 3.00 P.M.
Manila	Sui Tai	Thursday, 15th, 9.00 A.M.
Manila	Sui Tai	Thursday, 15th, 11.00 A.M.
Manila	Sui Tai	Thursday, 15th, 1.15 P.M.
Manila	Sui Tai	Thursday, 15th, 3.00 P.M.
Manila	Sui Tai	Friday, 16th, 9.00 A.M.
Manila	Sui Tai	Friday, 16th, 1.15 P.M.
Manila	Sui Tai	Friday, 16th, 3.00 P.M.
Manila	Sui Tai	Saturday, 17th, 9.00 A.M.
Manila	Sui Tai	Saturday, 17th, 1.15 P.M.
Manila	Sui Tai	Saturday, 17th, 3.00 P.M.
Manila	Sui Tai	Sunday, 18th, 9.00 A.M.
Manila	Sui Tai	Sunday, 18th, 1.15 P.M.
Manila	Sui Tai	Sunday, 18th, 3.00 P.M.

KEELUNG, SHANGHAI, NAGASAKI, KORE, YOKOHAMA, HONOLULU, & SAN FRANCISCO

Port Darwin Thursday Is. Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle

EUROPE, &c., INDIA VIA TUTICORIN (Late Letters 11.00 to NOON Extra Postage 10 cents.)

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

The Parcel mail will be closed on Friday, the 16th inst., at 5 P.M.

Manila, Moji, Kobe, Yokohama, Hakodate, and Portland

Manila, Moji, Kobe, Yokohama, Hakodate, and Portland

Manila, Moji, Kobe, Yokohama, Hakodate, and Portland

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Manila, Moji, Kobe, Yokohama, Hakodate, and Portland

TELEGRAPHIC ADDRESS: MARINEWORK

TELEPHONE: Office 358, Works 354.

## WILLIAM C. JACK & CO., LTD.,

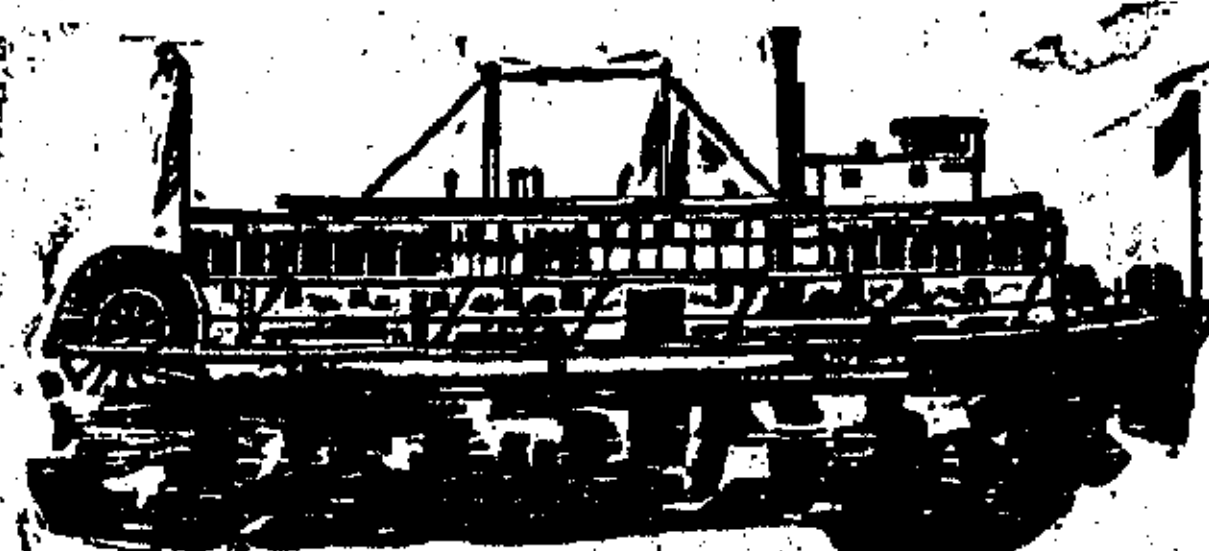
ELECTRICAL AND MECHANICAL ENGINEERS.

14, DES VŒUX ROAD CENTRAL, HONGKONG.

LIGHT

DRAFT

VESSELS



"If a man can write a better book, preach a better sermon, or make a better mousetrap than his neighbour, though he build his house in the woods, the world will make a beaten path to his door."—EMERSON.

OUR LINES ARE

"OSRAM" LAMPS. "PETER" ENGINES. "ALLEN" PUMPS. "HALL'S" DISTEMPER, ATLAS METALS AND SOUND MECHANICAL AND ELECTRICAL ENGINEERING ADVICE TO OUR CLIENTS.

### SHARE LIST—QUOTATIONS.

HONGKONG, SEPTEMBER 9TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
<b>BANKS.</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$130, buyers
National Bank of China, Limited	99,925	27	26	\$76, buyers
Bank of Communications, Limited	8,604	12/6	12/6	\$8, sellers
China Borneo Company, Limited	60,000	\$12	\$12	\$84, buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$1.40.
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$8, buyers
<b>COTTON MILLS.</b>				
Ewo Cotton Spin'g. & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 110.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$5.
International Cotton Manuf'g Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 55.
Loan Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 240.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	
<b>DAIRY FARM COMPANY, LIMITED</b>	40,000	\$74	\$6	\$19, buyers
<b>DOCKS AND WHARVES.</b>				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$53, buyers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$50.
New Amoy Dock Co., Limited	10,000	\$63	\$63	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 76.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 112.
<b>ELANWICK &amp; CO., LIMITED</b>	18,000	\$25	\$25	\$9, sellers
<b>GREEN ISLAND CEMENT CO., LIMITED</b>	400,000	\$10	\$10	\$4.90, sat. & sel.
<b>HONGKONG AND CHINA GAS CO., LIMITED</b>	7,000	\$10	all	\$205.
<b>HONGKONG ELECTRIC CO., LIMITED</b>	60,000	\$10	\$10	\$20, buyers
<b>HONGKONG HOTEL COMPANY, LIMITED</b>	12,000	\$50	\$50	\$104, sellers
<b>HONGKONG ICE COMPANY, LIMITED</b>	8,000	\$25	\$25	\$32, sellers
<b>HONGKONG ROPE MANUFACTURING CO., LIMITED</b>	60,000	\$10	all	\$21, sellers
<b>H'kong &amp; South China Steam Fisheries Co., Ltd.</b>	15,000	\$10	\$7	\$7.
<b>INSURANCES.</b>				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$185, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$25	\$114, buyers
China Traders Insurance Co., Limited	24,000	\$33.33	\$25	\$76.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$352, buyers
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 115.
Union Insurance Society, Limited	12,400	\$250	\$100	\$225, sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$200.
<b>LANDS AND BUILDINGS.</b>				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	\$100	\$101, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$8, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$32.
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 112.
West Point Building Co., Limited	12,500	\$50	\$50	\$39, buyers
<b>MISCELLANEOUS.</b>				
Société Française des Charbons du Tonkin	16,000	Fcs. 250	all	\$720.
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$74.
<b>PEAK TRAMWAYS CO., LIMITED</b>	25,000	\$10	all	\$14, sellers
<b>PHILIPPINE CO., LIMITED</b>	50,000	\$10	\$10	\$12, sellers
<b>REFINERIES.</b>				
China Sugar Refining Co., Limited	20,000	\$100	all	\$160, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$25, sellers
<b>STEAMSHIP COMPANIES.</b>				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$11, sellers
Douglas Steamship Co., Limited	20,000	\$50	\$50	\$25, buyers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	\$15	\$32, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	\$5	\$6.
Shell Transport & Trading Co., Limited	60,000 def.	\$1	\$1	\$5.
Star Ferry Company, Limited	10,000	\$10	\$5	\$24, sellers
South China Morning Post, Limited	10,000	\$10	\$5	\$11, sellers
Steam Laundry Company, Limited	6,000	\$25	\$25	\$25, sales
<b>STORES AND DISPENSARIES.</b>				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	\$7	\$14, buyers
Watkins, Limited	10,000	\$10	\$10	\$3, sellers
A. E. Watson & Co., Limited	90,000	\$10	\$10	\$12, buyers
Weissmann, Limited	5,000	\$10	\$4	\$114, sellers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$10	\$300.
Union Waterboat Co., Limited	100 shares	\$10	\$10	\$8, buyers
<b>WRECKERS.</b>				
Allagars	750,000	2/-	all	6/-
Anglo-Malays	1,500,000	2/-	all	25/-
Balgownie	151,200	\$1	all	\$14 (Sta.)
Batu Tigas	70,000	\$1	all	\$96
Bukit Kajangs	80,000	\$1	all	65/-
Castlefields, fully paid	30,000	\$1	all	120/-
Chavots	70,000	\$1	all	10/-
Electric and International	250,000	\$1	all	117/6
Highlands and Lowlands	377,433	\$1	all	6/-
Kanunings	1,625,000	2/-	all	7/5
Kuala Lumpur	180,000	\$1	all	\$23 (Sta.)
Labus	100,000	2/-	all	\$37.5 div. (Str.)
Lebury's	100,000	\$1	all	25/-
Linggis	900,000	2/-	all	72/6
London Asiatics	1,266,000	2/-	all	\$14 (Str.)
London Ventures	1,750,000	2/-	all	13/-
Merlemaus	1,750,000	2/-	all	6/6
Pegohs	7/5	all	all	6/6
Sandvorts	50,000	\$2	all	\$23 (Sta.)
Sapongs	100,000	\$1	all	\$37.5 div. (Str.)
Shelfords	65,000	\$1	all	25/-
Singapore and Johores	125,000	\$2	all	72/6
Sunetra Paras	995,000	2/-	all	\$14 (Str.)
Sungei-Kapars	90,000	2/-	all	13/-
United Serdangs	170,000	\$1	all	120/-
<b>LOANS.</b>				
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.
VERNON & SMYTH, Share-Brokers.				

## CROSSLEY BROTHERS, LTD.

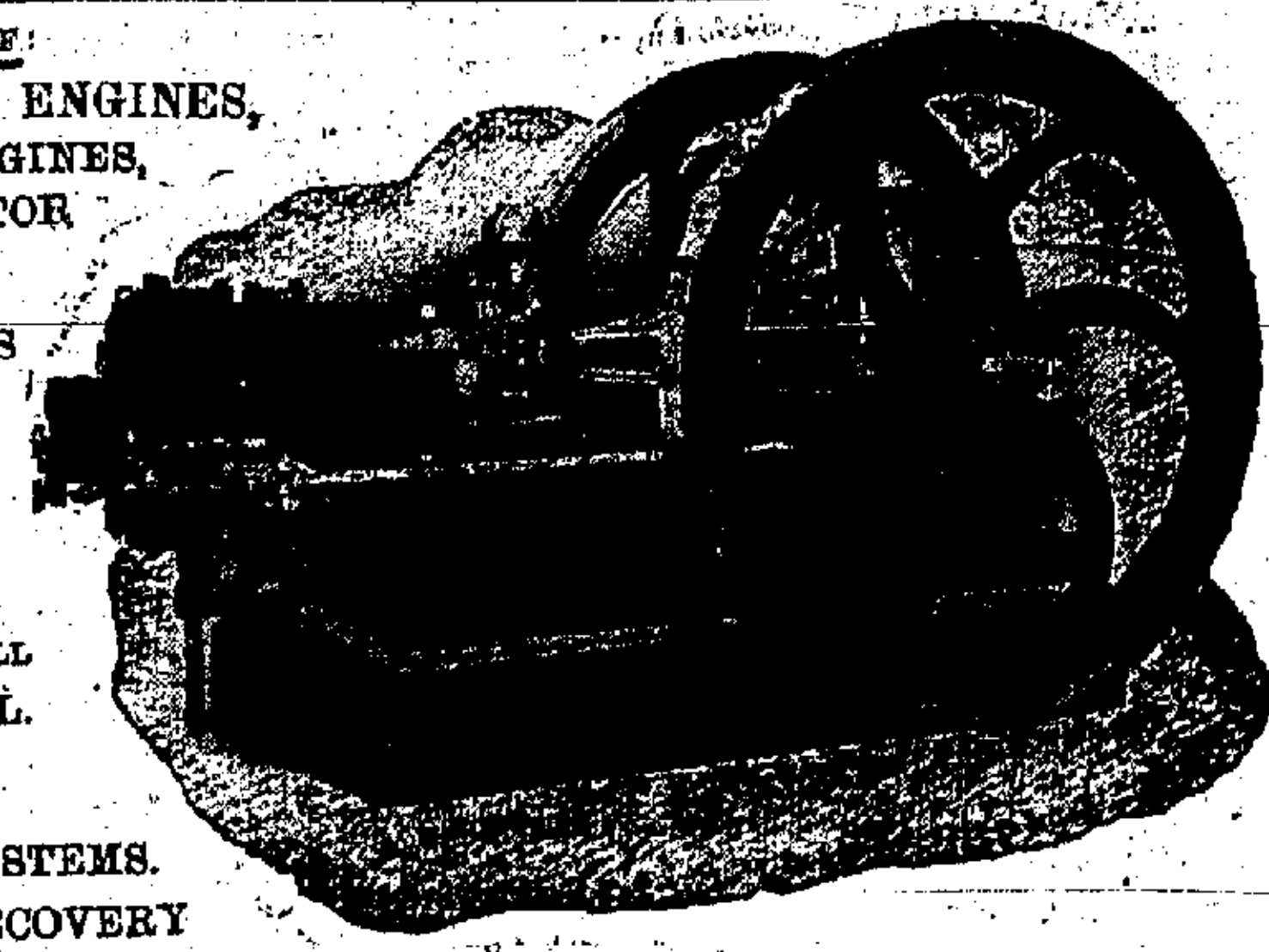
OPENSHAW, MANCHESTER.

MAKERS OF:  
GAS & OIL ENGINES,  
MARINE ENGINES,  
MOTORS & MOTOR  
CARS.  
GAS PLANTS  
FOR  
POWER  
AND HEATING  
PURPOSES, TO  
WORK WITH ALL  
KINDS OF FUEL.  
SUCTION  
AND  
PRESSURE SYSTEMS.  
AMMONIA RECOVERY  
PLANTS, &c.  
HAVE ALREADY MANUFACTURED CLOSE UPON 70,000 ENGINES.

SEVERAL OF THESE ENGINES CAN BE SEEN NOW AT  
WORK IN THE COLONY.

AGENTS FOR HONGKONG & SOUTH CHINA:  
**W. R. LOXLEY & CO.,**

YORK BUILDINGS.



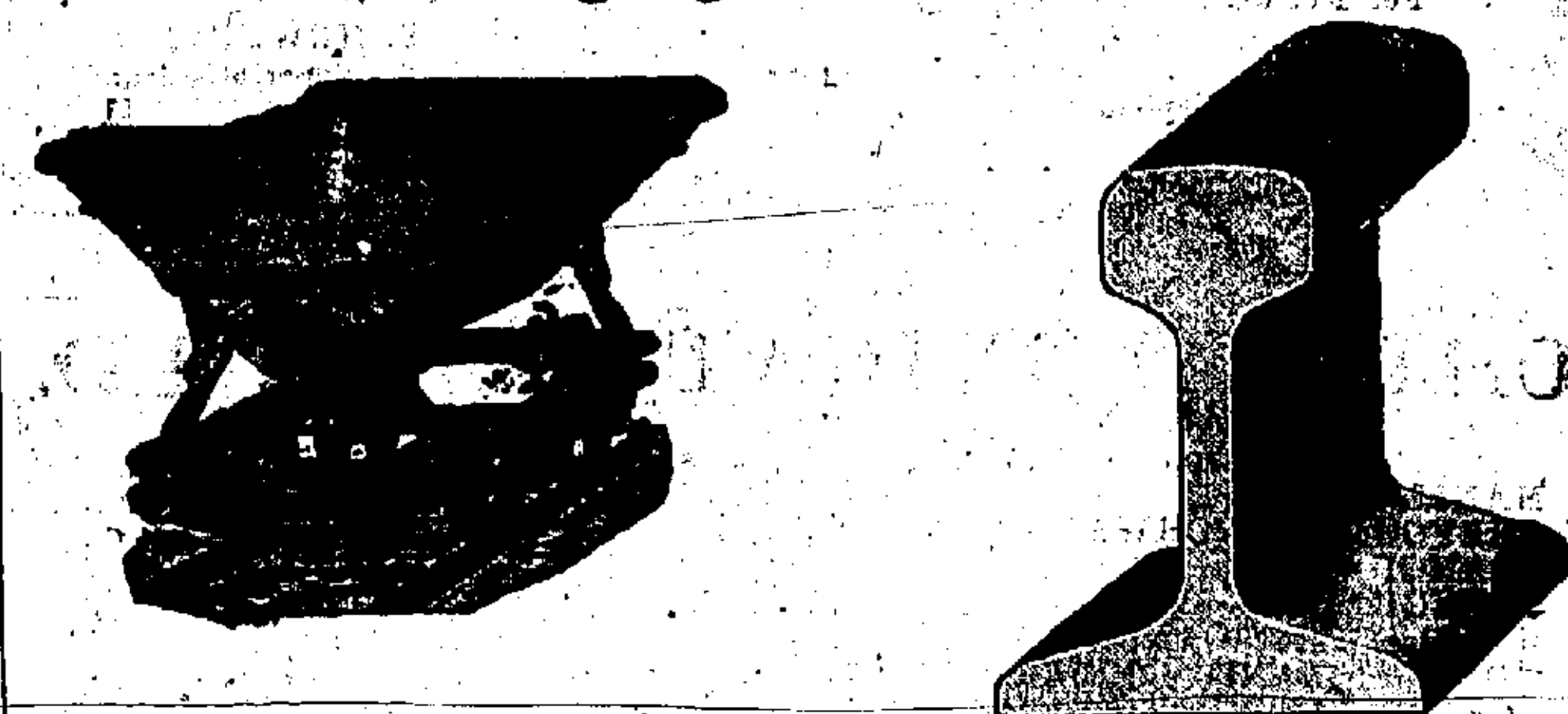
## Orenstein & Koppel,

Berlin, London, Calcutta, etc.,

MANUFACTURERS OF

## Portable and Permanent Railways,

Materials of every description for full size and small gauge Railways, as



Locomotives, Passenger and Goods Carriages.

Rails of various gauges, as well as Track Switches, Turntables.

Tipping Cars, Bogies, Signals, etc., etc.

Also Implements and Tools for Railway Construction and other purposes.

Always in Stock at Shanghai and Hongkong.

General Agents for China:

## SIEMSEN & CO.,

Machinery Dept.

Hongkong and Canton.

1860-5

### TO-DAY

9 P.M.—Warwick Major's Comedy Co., at Theatre Royal—"Charley's Aunt."

### FORTHCOMING EVENTS.

Saturday, 17th Sept.—Eighteenth Half-Yearly Drawing of Sixty-five Debentures of Hongkong Club, 11 A.M.

Saturday, 17th Sept.—Ninth Ordinary Annual Meeting of China Light and Power Co., Ltd., Noon.

Tuesday, 20th Sept.—Extraordinary General Meeting of Hongkong Club, 5.15 P.M.

Saturday, 24th Sept.—Ordinary General Meeting of Douglas Steamship Co., Ltd., Noon.

### COMMERCIAL.

### EXCHANGE CLOSING QUOTATIONS.

September 10th.

ON LONDON:—Telegraphic Transfer 104 Bank Bills, on demand 104 Bank Bills, at 30 days' sight 104 Bank Bills, at 4 months' sight 104 Bank Bills, at 6 months' sight 104 Bank Bills, at 9 months' sight 104 Bank Bills, at 12 months' sight 104 Bank Bills, at 15 months' sight 104 Bank Bills, at 18 months' sight 104 Bank Bills, at 21 months' sight 104 Bank Bills, at 24 months' sight 104 Bank Bills, at 27 months' sight 104 Bank Bills, at 30 months' sight 104 Bank Bills, at 33 months' sight 104 Bank Bills, at 36 months' sight 104 Bank Bills, at 39 months' sight 104 Bank Bills, at 42 months' sight 104 Bank Bills, at 45 months' sight 104 Bank Bills, at 48 months' sight 104 Bank Bills, at 51 months' sight 104 Bank Bills, at 54 months' sight 104 Bank Bills, at 57 months' sight 104 Bank Bills, at 60 months' sight 104 Bank Bills, at 63 months' sight 104 Bank Bills, at 66 months' sight 104 Bank Bills, at 69 months' sight 104 Bank Bills, at 72 months' sight 104 Bank Bills, at 75 months' sight 104 Bank Bills, at 78 months' sight 104 Bank Bills, at 81 months' sight 104 Bank Bills, at 84 months' sight 104 Bank Bills, at 87 months' sight 104 Bank Bills, at 90 months' sight 104 Bank Bills, at 93 months' sight 104 Bank Bills, at 96 months' sight 104 Bank Bills, at 99 months' sight 104 Bank Bills, at 102 months' sight 104 Bank Bills, at 105 months' sight 104 Bank Bills, at 108 months' sight 104 Bank Bills, at 111 months' sight 104 Bank Bills, at 114 months' sight 104 Bank Bills, at 117 months' sight 104 Bank Bills, at 120 months' sight 104 Bank Bills, at 123 months' sight 104 Bank Bills, at 126 months' sight 104 Bank Bills, at 129 months' sight 104 Bank Bills, at 132 months' sight 104 Bank Bills, at 135 months' sight 104 Bank Bills, at 138 months' sight 104 Bank Bills, at 141 months' sight 104 Bank Bills, at 144 months' sight 104 Bank Bills, at 147 months' sight 104 Bank Bills, at 150 months' sight 104 Bank Bills, at 153 months' sight 104 Bank Bills, at 156 months' sight 104 Bank Bills, at 159 months' sight 104 Bank Bills, at 162 months' sight 104 Bank Bills, at 165 months' sight 104 Bank Bills, at 168 months' sight 104 Bank Bills, at 171 months' sight 104 Bank Bills, at 174 months' sight 104 Bank Bills, at 177 months' sight 104 Bank Bills, at 180 months' sight 104 Bank Bills, at 183 months' sight 104 Bank Bills, at 186 months' sight 104 Bank Bills, at 189 months' sight 104 Bank Bills, at 192 months' sight 104 Bank Bills, at 195 months' sight 104 Bank Bills, at 198 months' sight 104 Bank Bills, at 201 months' sight 104 Bank Bills, at 204 months' sight 104 Bank Bills, at 207 months' sight 104 Bank Bills, at 210 months' sight 104 Bank Bills, at 213 months' sight 104 Bank Bills, at 216 months' sight 104 Bank Bills, at 219 months' sight 104 Bank Bills, at 222 months' sight 104 Bank Bills, at 225 months' sight 104 Bank Bills, at 228 months' sight 104 Bank Bills, at 231 months' sight 104 Bank Bills, at 234 months' sight 104 Bank Bills, at 237 months' sight 104 Bank Bills, at 240 months' sight 104 Bank Bills, at 243 months' sight 104 Bank Bills, at 246 months' sight 104 Bank Bills, at 249 months' sight 104 Bank Bills, at 252 months' sight 104 Bank Bills, at 255 months' sight 104 Bank Bills, at 258 months' sight 104 Bank Bills, at 261 months' sight 104 Bank Bills, at 264 months' sight 104 Bank Bills, at 267 months' sight 104 Bank Bills, at 270 months' sight 104 Bank Bills, at 273 months' sight 104 Bank Bills, at 276 months' sight 104 Bank Bills, at 279 months' sight 104 Bank Bills, at 282 months' sight 104 Bank Bills, at 285 months' sight 104 Bank Bills, at 288 months' sight 104 Bank Bills, at 291 months' sight 104 Bank Bills, at 294 months' sight 104 Bank Bills, at 297 months' sight 104 Bank Bills, at 300 months' sight 104 Bank Bills, at 303 months' sight 104 Bank Bills, at 306 months' sight 104 Bank Bills, at 309 months' sight 104 Bank Bills, at 312 months' sight 104 Bank Bills, at 315 months' sight 104 Bank Bills, at 318 months' sight 104 Bank Bills, at 321 months' sight 104 Bank Bills, at 324 months' sight 104 Bank Bills, at 327 months' sight 104 Bank Bills, at 330 months' sight 104 Bank Bills, at 333 months' sight 104 Bank Bills, at 336 months' sight 104 Bank Bills, at 339 months' sight 104 Bank Bills, at 342 months' sight 104 Bank Bills, at 345 months' sight 104 Bank Bills, at 348 months' sight 104 Bank Bills, at 351 months' sight 104 Bank Bills, at 354 months' sight 104 Bank Bills, at 357 months' sight 104 Bank Bills, at 360 months' sight 104